

NINETEENTH YEAR, No. 1.

MILWAUKEE, JANUARY, 1894.

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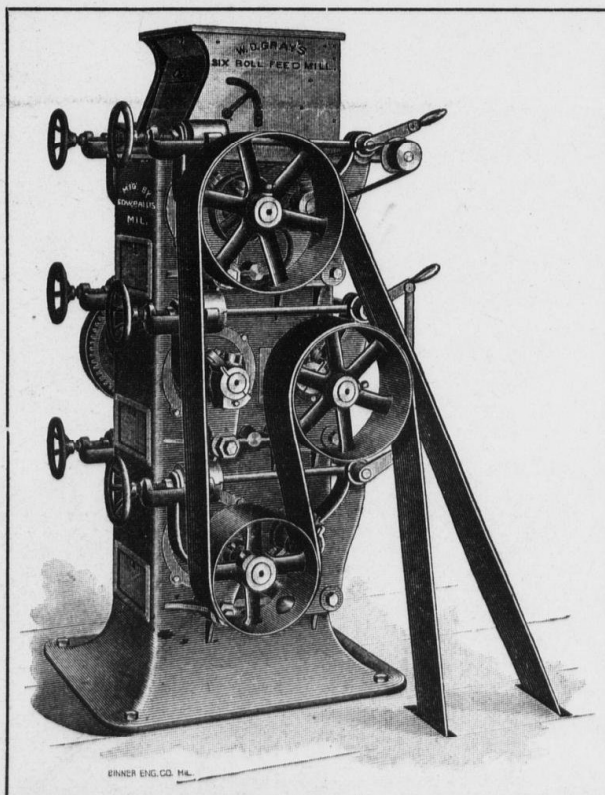


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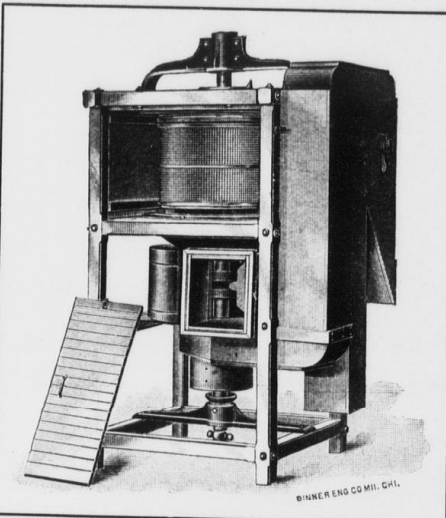
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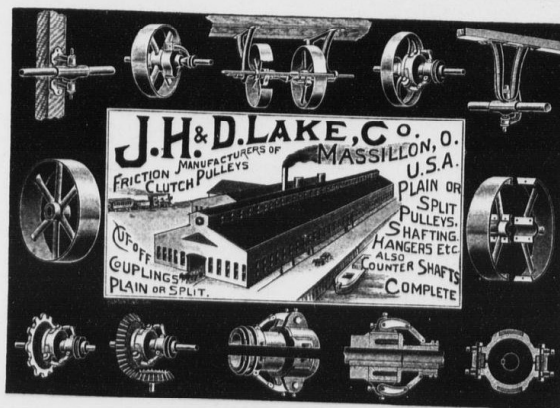


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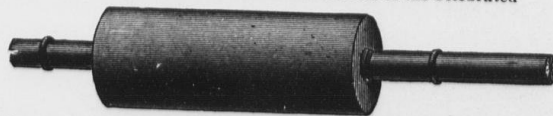
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RANDOM THOUGHTS.

BY WANDERER.

IN this country, the rigid system of apprenticeship has largely gone out of use in recent years, and regular indentures and serving of time are not rigorously heeded as formerly. There is very little formality, therefore, in the relation that the apprentice bears toward his master, and vice versa. When a young man has entered the service of a mill-owner as a miller-apprentice, he is supposed to remain an apprentice until he has reached a point where he is sufficiently competent to "take a watch." A writer in one of our mechanical journals argues against what he calls "the grave error" often made by many firms in not keeping their apprentices after they have become journeymen, in preference to hiring new men. In my opinion it is usually a grave error, both on the part of the apprentice and his employer, to suppose that there is any advantage to either in a continuance of their relations after the expiration of the apprenticeship. The spirit which dominates the apprentice is usually entirely different from that which inspires the journeyman—necessarily so, and it is very rare that a young man can, at the expiration of his apprenticeship, remaining in the mill where it has been served, change his habits of dependence upon others for assistance in tight places, his way of doing things more with a view to learning than to the accomplishment of work, and his general feeling that he is a fixture in the mill, and is kept there more by reason of a specified agreement, or some indistinctly defined claim, which he dimly imagines himself to possess, than upon the sole basis of valuable services rendered. It is safe to say that the first year or two after the expiration of his apprenticeship, spent among strangers in other mills, and with a complete change of surroundings from that which he has been accustomed to, are the most valuable years in the experience of a young miller. It is then that he is thrown upon his own resources and compelled to depend upon himself, which is the only way in which he can hope to make a fair com-

parison between himself and other millers, and acquire a clear idea of his own inherent ability and value. It is during this experience that he ceases to be a boy and becomes a man, realizing that the position he is finally to occupy among other men will depend mainly upon himself, of course, largely upon the opportunities which may present themselves, but mainly upon how those opportunities are utilized.

It is a practical recognition of the fact that there is something lacking in the training of a young miller, who has merely completed his apprenticeship, which makes it almost impossible for him to secure as good wages by remaining in "the old mill," as he can secure by going out and taking a position elsewhere.

Viewed from the side of the employer or head-miller, the journeyman from another mill, even though he be a young man just out of his apprenticeship, is more valuable, not only because he expects to depend for his success entirely upon his own resources, looking for no favors not received by others, but because he brings new ideas which are likely to be valuable.

I think that the prevalent practice of exchanging young journeymen, which—though mainly without design—has been followed in this country, has been an important factor in the development of millers, and has been beneficial to all concerned. There are cases, of course, where young men have remained as journeymen in the mills where they learned their trades, and have risen in them to the position of head-miller, which they have filled with credit to themselves and to their employers, but such cases are comparatively rare, and it is safe to say that in almost every instance the young man would have been all the better for some out-side experience, no matter how valuable without it.

It was only a few years ago since there was considerable argument in favor of largely increasing the weight of machines used in flour mills, but little seems to have come of this argument. It is safe to say that nine out of ten machines on the

market to-day are lighter in their construction throughout than they should be for the best economy. But builders will go on building light, weak machines, because they will sell. When it comes to putting fifty dollars more stock in a machine, the question of getting paid for the extra stock is, in these times of close competition, a very important one. When purchasers are willing to pay for heavy machines, they will find builders willing to make them. But the demand must precede the supply. When it comes to getting hard work out of a machine ten per cent extra cost does not amount to much, but when it is a question of selling a machine that costs ten per cent more than another, it is up-hill business. The manufacturer of machinery must look at the commercial side of the matter, to the exclusion of other considerations, and the miller will find no trouble in getting what he is willing to pay for.

AN OBJECT LESSON.

SEVERAL of the milling papers have indulged in expressions of wise opinion regarding the validity of the Brua patents, and made a great outcry because the Millers' National Association and its ally, the Pennsylvania State Millers' Association, "stooped" to recognise these claimants, and effected a settlement with them. It has been asserted that the threats of litigation were merely "a bluff" and not worthy of notice; that it was practically "conniving at fraud" to settle with the Messrs. Keiper Brothers, and obtain from them a license and release under their patent. These two Millers' Organizations, however, apparently knew their business, and proceeded in the matter according to the unmistakable interest of their members, conferring benefits upon those who had been wise enough to be their supporters and members, and leaving the rest of the community to do just what their action, in remaining on the outside, indicated a desire for,—to take care of themselves.

Eastern Millers, who have never believed in organization, who could see no practical

benefits to be derived from joining the National Association and who have wagged their heads in commendation, when reading the wise opinions and advice expressed by the journals referred to, are now receiving a practical object lesson which ought to set them to thinking. Numerous suits are being entered in Pennsylvania against alleged infringers of the Brua claims, and the "bluff" does not seem as bluffy as it did. Those who thought they were wise in saving the four or five dollars, per annum, that membership in the National Association would have cost, are now going down deep into their pockets for four or five hundred dollars to pay for either their settlement with the Keiper Bros., or retainers to patent attorneys, simply to start their defense; and if the latter, they will make similar excursions many times, before they find themselves where the members of the National and Pennsylvania State Association stand.

A special organization "to fight the Brua Claims" has recently been formed by the unprotected multitude, and they are very much interested in the subject at present, though still firmly convinced of the invalidity of the patent. A circular letter is being sent out by the Attorneys of this organization, to millers throughout the United States, which reads:

PHILADELPHIA, Pa., Jan. 13, 1894.

Dear Sir: On Nov. 12, 1878, a Patent, No. 209,795, was issued to one Sam'l M. Brua, of Harrisburg, Pa., for an alleged "Improvement in processes of Manufacturing or Milling Flour."

The application for this Patent was filed May 25, 1878.

On Sept. 8, 1892, 14 years after the date of the said Patent, it was assigned to Henry B. Keiper, and subsequently an interest to Lanius B. Keiper, both of Lancaster, Pa. Immediately thereafter, representatives were despatched by the Messrs. Keiper to collect from Millers throughout the State of Pennsylvania, and elsewhere, royalties for alleged infringement of the said Patented Process. In order to avoid litigation, necessarily expensive, numerous of the millers have paid the amounts demanded by the Messrs. Keiper.

Many, on the other hand, declined to settle or consider any proposal of compromise, and the result is, that many suits have been brought

in the Circuit Court of the United States for the Eastern District of Pennsylvania at Philadelphia, against such whom the Messrs. Keiper consider infringers, and who refuse to submissively yield to their demands. Messrs. Z. K. & H. J. Loucks, of York, Pa., are of the number sued.

Since the date of settlement by such millers as referred to, the Messrs. Loucks have through their counsel very carefully investigated the "prior art" and have found what they previously believed to be a fact that Mr. Brua's alleged invention was old and well known long prior to the date of the said patent. The defense, which we have prepared, we believe to be beyond doubt sufficient to prove to the Court the fact that what Mr. Brua claims, was not his invention, even if it can be termed by such name, but it is our desire that the fullest possible investigation should be had—that no stone should be left unturned—and that if there is a miller in the country who has knowledge of this process prior to the date of the Brua patent, and who may desire to assist his fellow millers against an unjust claim and the levying of an unwarranted tribute, he shall have an opportunity to assist and to communicate to us whatever knowledge he may have on the subject, which will confer a great favor on the defendants, the Messrs. Loucks.

A settlement could have been easily secured by the Messrs. Loucks, even after proceedings were brought, but they would not consider favorably any proposition looking to this end. The Brua people then decided to make a test case and thus settle their right to demand royalties from all millers who are using a "continuous bolting process," and selected the above firm with this object in view. It will be almost impossible to over-estimate the far-reaching effect, and importance to the milling profession of the determination of this case.

Mr. Brua, under his Patent, claims as follows: "The Process of producing an Improved grade of flour, consisting essentially, in continuously mingling the corresponding grades of the valuable products of the first and after grindings, respectively, for running off the finished flour uniformly pending the regrinding and the rebolting, substantially in the manner and for the purpose specified."

In his specification he states, that under the old system of milling, that is, prior to 1878, the miller to obtain a "uniform grade of flour" was obliged to throw off the "Fine" and "Coarse" Middlings with the "Offal," and to store it up for future re-separating, regrinding and rebolting, the "Direct" or "First" operation for the treatment of the berry being stopped, whilst the second operation was carried on. But from these "Middlings" there will be again a certain percentage of "Middlings," which if disposed of as feed, causes waste, and to better economize, must again be stored up for future treatment in the same manner to extract more thoroughly therefrom at least a part of the flour still in it, while the "Direct" grinding and bolting are recommended.

He further says: "I therefore construct, arrange and operate the flour bolting, separating and purifying machinery in such manner that when the mill has once been fully engaged the Direct process of grinding and bolting may go on uninterruptedly, and the indirect process of treating the Middlings may also go on uninterruptedly at the same time, thus continuously causing the leavings of the "Direct" process to be separated, purified, re-ground and rebolted successively, and the flour thus obtained is continuously, and therefore uniformly mingled with that obtained

from the "Direct" process, thus uniting the "Direct" and the "Indirect" processes to constitute my combined finish or thorough process. There is therefore "No residuum except bran by my process, and the flour is a uniform first-class grade." The mill floors are constantly cleared of leavings, and the miller's labors are thereby greatly lessened.

"In doing work by my thorough process, I run two series or gangs of bolts, conveyers and separators, and these are preferably unitedly arranged in a double or vertically divided chest, in such manner that the spouts from the same division may be readily united—that is, flour is discharged by the conveyers at one spout, and the middlings are likewise discharged at one spout, suitably arranged to present them to an elevator, by which they are conveyed to my patent purifier already referred to."

"We enclose diagram showing plan of what Mr. Brua now claims to be his process, though somewhat modified from the 'flow' described in his patent."

Referring to said diagram we find a mechanism with the "Direct" and "Indirect" operation. As indicated on "Plan of Flow" A and A¹ and BB¹ represent the "Direct," and CC¹ and DD¹ and Z the "Indirect" system of the Brua Specifications and Patent. After the wheat is ground on a Burr to a substance called "Chop," it is elevated to the "Wheat Chop Bolt" designated as "A;" flour is taken out of this Bolt, and passed by conveyor A¹ down to a chest for receiving finished flour. The balance of the product from Bolt "A" consisting of "middlings" and "bran," is passed into a "Separating Bolt" designated as "B" on said Diagram. Here the "Middlings" is separated from the "bran," said bran being run into the "offal bin," and two grades of "Middlings" are made, namely—"Fine First Middlings" and "Coarse First Middlings." Said "Fine First Middlings" are sent directly by conveyor designated as "B¹" to the regrinder or "middlings burr" in "Second," or "Indirect" system. The "Coarse Middlings" from "First" or "Direct" system are conveyed to purifier in "Second" or "Indirect" system, and after passing through the purifier are commingled and mixed with the "Fine Middlings" from the "First" or "Direct" system, passing to the Regrinder; thence they pass by an elevator to "Middlings Chop Bolt" designated on the Diagram as "C." Flour again is separated on this bolt from the "Middlings Chop" and passes by conveyor designated as "C¹" to the said finished flour chest to mingle with the flour from the flour of the "First Bolt." The "Middlings" from the Bolt "C" are passed down to the "Separator to Middlings Chop Bolt" designated as "D," and certain of the "bran" or "offal" which it may still contain is there separated and conducted to "offal bin." "The fine second Middlings" from Bolt "D" pass by conveyor designated as "D¹" to and mix with the "Fine First Middlings" from the Bolt "B," and pass to the "Middlings Burr" to be re-ground, and thence pass back to bolt "C" as before described. The "Coarse Second Middlings" from the Bolt "D" mingle with the "Coarse First Middlings" from the Bolt "B," and pass to the purifier "Z" and certain "Offal" is carried from the purifier to the "Offal Bin" while the purified material passes to "Middlings Burr" to be re-ground as before described.

Flour so produced Brua claims is a "uniform first-class grade." In achieving this end, however, there is a continuous and automatic "rotary" or "circulatory" re-grinding, rebolting and repurifying, in

the "Second" or "Indirect" system to extract all of the flour remaining. By thus continuously mingling of the corresponding grades of the valuable products of the "First" and "After" grindings Mr. Brua asserts that he produces a "uniform first-class grade of flour" as above stated.

As you will perceive from one of the quotations previously made, he says: "There is, therefore, no residuum, except bran by my process, and the flour is a uniform first-class grade. The diagram indicates the removal of some 'offal' at 'tail' of separator 'D,' which is not provided for in the specifications, being one of the modifications heretofore referred to."

Brua claims the "Roller Mills" as now generally constructed infringe his patent. The object in addressing you is to ascertain—

1. Whether you used or had knowledge of the process above described, as indicated by the enclosed Diagram, and claimed by Brua, prior to 1878, or of any system approaching it or substantially the same, and if so, when, where, and for how long you operated under it?

2. If so, were the "Middlings" re-ground on an "Independent Set of Burrs" and afterwards rebolted in a separate bolt?

3. After re-grinding and re-bolting, was the flour from the "Middlings Chop" mingled with the flour from the "Wheat Chop," making a "straight" or "uniform grade?"

4. Were any of the "Middlings," after regrinding and rebolting, and the flour taken out of them, returned to the regrinder and to the rebolting apparatus for further treatment to extract any flour which still remained in them, and the flour so obtained then mingled with the rest?

5. Were the "Middlings," purified, and if so, in what year did you first begin to purify them, or become familiar with such purification practiced by others?

6. If you made two grades of "Middlings," did you pass any of the "Finer" of them direct to the regrinder, and the "coarser" first through the purifier, which afterwards mingled before reaching the regrinder with the "Finer" or "Unpurified" Middlings.

As this case is one of National importance, we look to the milling fraternity for its moral support and active co-operation to furnish, as far as possible, the sinews of defense in showing "anticipation" of the use of this alleged process, and thus assist in proving the fact that the process which Mr. Brua claimed to be his invention was old and well-known to, and practiced by, the millers of this country long prior to the date of his alleged invention.

If you are unable to answer the questions, or any of them herein noted, but can give valuable information on the subject, whether covered by such questions or not, we shall be pleased to hear from you.

Awaiting a reply at your earliest convenience, we remain,

Yours very Respectfully,

Z. K. LOUCKS, JR.,
810 Girard Building, Philadelphia, Pa.
HORACE PETTIT,
750 Drexel Building, Philadelphia, Pa.
Solicitors for Defendants.

While we have but little sympathy for millers who refuse to appreciate the benefit of membership in the National Association,—an organization which has never failed to afford absolute protection from disastrous patent litigation, and has excused a great restraining influence upon "sharks" who speculate in patent claims, still we publish

this earnest appeal for help and advice, hoping that it will receive response from all who may be able to lend assistance.

To millers, generally, we beg to suggest the wisdom of uniting for just such difficulties as this, in one National Organization. If every mill of 100 barrels or more daily capacity in the United States held membership in the National Association the cost would not exceed \$1.00 per annum per mill, and a wonderful benefit might be obtained by all. Those who "take their chances" against Patent suits often find that they are called upon to spend more money on one trifling case than membership in the Association would have cost for a hundred years.

There will be a number of these object lessons, to interest the millers of this country within the next year or two, if the signs of the times do not fail.

EXPORT OF BREADSTUFFS FOR DECEMBER.

The following, from the Bulletin of the U. S. Bureau of Statistics, shows the amount and value of domestic breadstuffs exported from all American ports during the month of December, 1893, as compared with same month, 1892:

	1893.		1892.	
	Bush.	Value.	Bush.	Value.
Barley.....	327,138	145,682	152,194	67,786
Corn.....	5,213,695	2,508,492	3,167,140	1,641,560
Oats.....	58,518	21,567	41,507	18,131
Rye.....	37	22	90,731	56,143
Wheat.....	5,960,862	3,894,337	9,774,420	7,595,187
Total.	11,590,250	6,570,100	13,225,992	9,378,807

There were also exported during the month of December, 1893: 22,425 bbls. corn meal, valued at \$58,225; 561,937 lbs. oat meal, value \$16,302 and 1,130,572 barrels wheat flour, value \$4,646,053.

For the twelve months ending December, 1893, the exports of breadstuffs as compared with same period in 1892, are as follows: *

	1893.		1892.	
	Bush.	Value.	Bush.	Value.
Barley.....	5,400,090	2,555,410	2,150,481	1,139,522
Corn.....	53,825,878	26,482,531	76,641,725	40,975,124
Oats.....	7,032,715	2,533,519	5,123,710	2,005,951
Rye.....	763,756	468,761	4,888,719	4,461,053
Wheat.....	108,915,362	79,393,172	124,889,199	111,965,901
Total	175,961,001	111,453,383	213,669,834	160,567,551

Other breadstuffs for the twelve months:

	1893		1892	
	Bbls.	Value	Bbls.	Value
Corn Meal.....	257,666	701,849	305,505	927,583
Oat Meal.....	7,826,123	212,576	14,539,301	385,104
Flour.....	16,150,293	70,572,144	17,194,747	81,424,989
Total		71,486,569		92,737,676

It will be noticed from the above that the exports for 1893 as compared with 1892 decreased \$60,365,265.

SEND for a copy of Cawker's American Flour Mill and Grain Directory for 1892-3. Address, THE UNITED STATES MILLER, 68C Mitchell Bldg., Milwaukee, Wis.

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Associations.

AT the annual meeting of the Iowa Millers' Association held at Des Moines on Jan. 17th, a committee was appointed to endeavor to get the legislature to repeal the Fish-way law.

THE New York jobbers in flour propose to form an association, the object of which shall be to regulate the matter of extending credits and securing betterment of the trade in general.

A GENERAL meeting of the Millers of Missouri, Kansas, Nebraska and Oklahoma is called for the 23d inst., at Kansas City, Mo. A large turnout of winter wheat millers from the west of the Mississippi River is expected, and a fruitful meeting is anticipated. The Mexico-American tariff laws will be discussed.

THE Millers' National Association, we understand, has had a prosperous year during '93. It has had something over a dozen patent actions to defend, and has accomplished a great deal of benefit for its membership. There have been several large mills join the organization of late, among the number being the big 10,000 barrel per day combination, The Hecker-Jones-Jewell Milling Co. of New York.

THE annual meeting of the Michigan State Millers' Association, held at Lansing January 9th, proved a success, as usual. About thirty-five members of the Association responded to the roll call, and there was also present the customary quota of mill machinery manufacturers and dealers, classed as honorary members.

The secretary's report showed that '93 had been a fairly prosperous year with the organization. The aggregate receipts of the association were reported as \$1,608.40, and the disbursements \$1,421.49.

The membership was reported

ed as at the same point as the year before, the total number being 92.

The following programme was then followed:

Report of Committee appointed at the June '93 meeting, to confer with the State Board of Agriculture, in regard to improving the quality of Michigan wheat. The report was accepted and the Committee was given further time for action.

The subject "Is it possible and desirable to establish a standard grade of Michigan flour?" was then discussed, the verdict for the negative resulting.

Prof. V. C. Vaughn, of the University of Michigan, read a paper on "Examination of Flour," which was able and interesting. The Secretary of the Association has reserved the publication of the address for a flour paper of which he is the paid correspondent.

The question "shall weekly reports be discontinued" was then taken up and after much discussion was settled by a resolution as follows:

Resolved, That the weekly reports be continued and sent only to such members as make the reports and that the reports shall be classified as to percentages of patent flour, and sales made for the week reported shall be given without any reference to the time when shipped, and the price the buyers pay shall be the price quoted without reference to how sold, and that sales of less than car lots shall not be reported.

Discussion was then had upon the subject:—"Shall the Association go on record as in favor of a law, compelling the branding of all Michigan flour with a mill brand, which shall contain the name of the state" and it was decided that the Association should so go on record.

"Is a cut rate of freight an advantage to the miller?" was discussed and resulted in the adoption of a resolution as follows:

Resolved, By the Michigan State Millers' Association in convention assembled, that the President and Secretary are hereby instructed to prepare a memorial to the Central Traffic Association asking that a rate of 20c per 100 pounds be made on grain and its products between

Chicago and New York during the season of lake navigation.

The election of officers for the ensuing year resulted in the following selection: For President, W. A. Coombs of Coldwater; Vice President, R. T. French of Middleville; Secretary and Treasurer, M. A. Reynolds, Lansing; and for members of the Executive Committee, Alfred Green of Holly, S. J. Titus of Battle Creek, and Alex. Stock of Hillsdale; Michigan's Representative on the Board of Directors of the Miller's National Association, W. A. Coombs of Coldwater.

A banquet was served in the evening at the hotel Downey, which was enjoyed by all.

An exchange says: The regular meeting of the Oregon and Washington Millers' Association, according to their constitution and by-laws, is the third Thursday in January. We wrote the secretary asking if the association intended to have a meeting and received the reply stating that he did not know whether there was to be one. No doubt the association has quietly passed away. "Let it rest in peace."

If this Millers' Association would only get together and work in harmony, a little persuasion would no doubt bring members into the fold. Mr. W. S. Hurst, one of the oldest millers on the coast, did some good missionary work in going throughout the country obtaining millers to join the association. It would pay the Oregon and Washington Millers' Association to hire him to go out and bring the millers of Oregon and Washington into the association.

AMERICAN FLOUR.

In reply to the wheat and flour circular of the Department of State, Chas. N. Daly, Consul at Guelph, Ont., reports the people there are ready to buy American flour if it can be sold as cheap and of as good quality as the domestic. Bakers use hard wheat flour of the best quality, and families the best grade of fall wheat flour. No American flour or American wheat was imported in 1891, 1892 and 1893. The obstacle to the use of American flour is the duty of 75 cents per barrel. John S. Derby, United States Consul at St. Johns, N.B., makes a similar report as to the Dominion tariff.

FLOUR MILLING IN BRAZIL.

The London *Miller* says: "A brighter day seems to have dawned for the Rio de Janeiro Flour Mills and Granaries, Limited. The directors' report for the year ending August 31, 1893, shows a net profit of £10,065 2s. 9d., which, it appears, will suffice to pay a dividend of 7s. per share, and

leave a balance of £1,315.2s. 9d. to carry forward to the new account. Such a result is the more satisfactory, seeing that the internal condition of Brazil has not been during the past twelve months exactly favorable to the operations of trade. It is not surprising to hear that since the date at which the accounts were made up, that is to say, the close of August last, 'the working of the mill has been greatly interfered with by the disturbed state of Rio de Janeiro,' but it is well to know that the mill and its belongings have hitherto taken no serious harm, and that the staff are reported safe and sound. Even war's alarms cannot extinguish man's craving for food."

THE following from the *Journal of Commerce and Commercial Bulletin* will be of interest:

In answer to the wheat flour circular of the State Department, M. J. Henrick, U. S. Consul at Belleville, Ontario, sends the following: "Previous to 1886 probably fifty to sixty per cent of the flour used here was of American manufacture, but the abrogation of the reciprocity cut this trade off. The vessels would load with lumber or other Canadian products for Oswego or other American ports and return laden with American flour. Since that time, however they have built larger and better mills with modern machinery, and we could hardly expect under any circumstances to furnish as large a percentage of the flour used as before. One miller, Mr. Clark Smith, of Campbellford, Ontario, has lately purchased two carloads of hard spring wheat in Chicago as an experiment. It cost him, laid down at his mill, about the same as Manitoba wheat (including the duty), but he says the result was unsatisfactory, as the flour was not as good color as that made from Manitoba wheat, nor was it as strong a flour. The freight charges were in favor of the American wheat.

"It is the opinion of a majority of the large dealers that, were the same conditions existing, as previous to 1885, our trade in flour with this district would be to a large extent regained, and in this opinion I concur."

ARE YOU GOING SOUTH THIS WINTER?

If so, make your arrangements to go via the BIG FOUR ROUTE.

Whether in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida, "The Big Four Route," which, on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal Line to Florida." From all points north of the Ohio River, the Big Four Route, in connection with the Through Car Lines from Cincinnati, will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease, be sure your ticket reads via the Big Four Route. E. O. MCCORMICK, D. B. MARTIN, Pass'r Traffic Mgr., Gen'l Pass'r Agt. CINCINNATI, O.

THE GENERAL FIRE EXTINGUISHER COMPANY,

CONTROLLING THE INVENTIONS AND APPARATUS PERTAINING TO

AUTOMATIC * SPRINKLERS

OF FREDERICK GRINNELL, WILLIAM NERACHER, JOHN HILL, WILLIAM KANE and others.

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EXECUTIVE OFFICES, - PROVIDENCE, R. I.

B. W. DAWLEY,

Department Agent and Supt. Western Department.

**226 LaSalle Street,
CHICAGO, ILL.**

FIRE PROTECTION.

UNDER the above caption *The Standard* says: After years of persistence and a large expenditure, in the face of many discouraging experiences the time has come when the inestimable value of automatic fire extinguishing apparatus as a means of saving human lives and lessening the enormous fire waste is acknowledged by underwriters and property owners generally throughout the civilized world. A degree of perfection has been attained which renders the operation of the approved types of such apparatus almost human in promptness and efficiency. Last week a representative of *The Standard* had occasion to visit the offices and factory of the General Fire Extinguisher Company at Providence, R. I., and feeling confident that our readers would like to know more about the career of the man who has been most prominent in the development of the art of automatically extinguishing fire, and the growth of the most successful company manufacturing such apparatus, the material for the following was obtained.

Frederick Grinnell, President of the General Fire Extinguisher Company, was born at New Bedford, Mass., Aug. 14, 1836, and his elementary education was obtained at the Friends' Academy in that city. In 1852 he entered the Rensselaer Polytechnic Institute at Troy, N. Y., and completed his course three years later with high honors. Shortly after graduation he became identified with the Jersey City Locomotive Works, and continued in its service as draughtsman and mechanical engineer until 1860. He left the company in that year to enter the service of the Corliss Steam Engine Company, at Providence, R. I., and his ability was such that he was shortly afterwards made treasurer, with

the actual duties of superintendent of the works. Mr. Grinnell resigned the latter position in January, 1865, to become manager of the Jersey City Locomotive Works, then leased by the Atlantic & Great Western railroad corporation.

During that year he went abroad and visited the large mechanical establishments in England and Scotland, and, on his return, was promoted to the responsible position of superintendent of motive power and machinery. He resigned his position with the above company in 1869 and purchased a large interest in the Providence Steam & Gas Pipe Company of Providence, R. I., which had been in existence since 1850. In addition to being president of the company, he was its active business manager and mechanical engineer as well, his exceptional ability enabling him to act most successfully in these capacities.

A leading specialty of the Providence Steam & Gas Pipe Company was the manufacture and installation of fire extinguishing apparatus, into textile and other manufacturing establishments. In 1874 Henry S. Parmelee constructed an automatic fire extinguisher, or sprinkler, and made a limited introduction of the same. Serious defects, however, were found in the device, and its further introduction had been practically abandoned, when Mr. Grinnell, appreciating the great advantage of an automatic method of extinguishing fire, so improved the construction of the Parmelee, as to make it a successful apparatus; and in 1878 he commenced in earnest the active equipment of properties. The introduction of the Parmelee was continued till 1881, at which time Mr. Grinnell made his valuable invention, which enabled him to construct a far more sensitive and efficient type of automatic sprinkler—

which has now become widely and favorably known as the valve or sensitive automatic sprinkler.

It was discovered, however, after several years' experience, that any sprinkler might become unreliable in its action, by reason of corrosion, or by the lodgment of adhesive matter upon the valve, or by the penetration of the valve seat into the face of the valve.

Mr. Grinnell was the first to recognize and overcome these difficulties. He modified the construction of his sprinkler, by using a glass valve, which is obviously non-corrodible and impenetrable. He also changed the flexible diaphragm feature of his sprinkler, so as to cause it to exert a powerful force in driving the valve off its seat.

As a matter of fact these latest modifications of the Grinnell sprinkler are recognized as an efficient means of overcoming all known difficulties in automatic sprinkler construction.

Mr. Grinnell is also the inventor of an apparatus known as the Grinnell dry pipe valve and fire alarm, by means of which it is possible to protect properties which it is not practicable or desirable to heat, and in which water would freeze, if allowed to stand in the pipes and sprinklers. This valve keeps the water back beyond the reach of frost, and the entire sprinkler system is empty until a fire occurs, when the valve opens automatically, water is admitted to the unsealed sprinklers, and an alarm is sounded at the same time.

The Grinnell apparatus is manufactured of selected material, by means of specially constructed machinery, which is operated by skilled workmen, and all apparatus is subjected to a rigid test before being shipped from the factory. Up to Jan. 1, 1893, the Grinnell sprinklers had operated successfully in

1,514 fires, of which 116 were with the dry pipe system. In Great Britain 158 fires, and in Europe and the colonies 57 fires had been extinguished by the Grinnell apparatus. Dowson, Taylor & Co. are the agents for Great Britain, Europe, and the Colonies, with offices at Manchester, London, Glasgow, Leeds, Paris, Sydney, Melbourne and Bombay.

In order to carry on the business more efficiently and with greater economy throughout the country, Mr. Grinnell and several other inventors and controllers of automatic fire extinguishing apparatus decided, after considerable discussion, to combine the several inventions and transact business as a single company. Accordingly, on Jan. 2, 1893, an organization with a large working capital was effected, under the title of the General Fire Extinguisher Company, with executive offices at Providence, R. I., to control the inventions of Frederick Grinnell, William Neracher, John Hill, William Kane, and others.

The General Fire Extinguisher Company has factories at Providence, R. I., Warren, O., and Philadelphia, Pa. The officers of the new organization are Frederick Grinnell, president; O. C. Barber, vice-president; F. H. Maynard, business manager; William Neracher, Western manager; W. S. Hackney, treasurer, and F. W. Hartwell, secretary. Department agents W. T. Montgomery, Boston, Mass. E. O. Richards, New York City; William Kane, Philadelphia, Pa.; A. M. Granger, Buffalo, N. Y. William Neracher, Cleveland, O. E. B. Danson, Cincinnati, O. B. W. Dawley, Chicago, Ill.; John Moore, St. Louis, Mo.; John Hill, Columbus, Ga.

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MAXIMUM LINES, - - - \$170,000.00.

C. W. MEEKER, Ass't Manager.


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The Mutual Fire Ins. Co., New York.
 TOTAL CASH ASSETS, \$1,511,192.21.
 NET CASH SURPLUS TO POLICY HOLDERS, \$861,376.55.

The American Lloyds, New York.
 45 Underwriters, collectively representing \$25,000,000.00.
 Underwriters all agree to abide by decision against any one underwriter.

FIRE INSURANCE
 AT
MINIMUM RATES
 ON RISKS EQUIPPED WITH APPROVED SYSTEMS OF
AUTOMATIC SPRINKLERS.

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sprinkler equipments of proved efficiency, is in a position to command the confidence of property owners and underwriters alike.

It is impossible to estimate the enormous fire waste that has already been prevented by automatic sprinklers, to say nothing of the untold millions that will be saved in future years; and in view of the fact that "any act which reduces the fire loss is as high a deed of philanthropy as are the good works which increase health and prolong life," Mr. Grinnell may well congratulate himself upon the accomplishment at his hands of eminent success in perfecting the art of automatically extinguishing fire.

News.

A SIXTY-BARREL flour mill has recently been built by W. H. Prater at Dalton, Ga.

It is reported that Geo. M. Mason intends building a steam flour mill at Oakland, Md.

THE Wing Flouring Mills at Charleston, Ill., burned, Loss, \$100,000; insurance, \$45,000.

THE Eureka, S. D., flouring mill has shut down for the months of January and February.

THE flouring mills of William Jarvis, Salvisa, Ky., burned, loss \$17,000. Insurance \$5,000.

THE Inter-state Milling Co., of Little Falls, Minn., has commenced shipping flour to Germany.

THE Ackerman Bros.' Mill Co. has started its new mill at Young America, Minn. Capacity, 100 barrels.

JOHN M. GWYN, Chatham Hill, Va., intends to build a roller flouring mill in the spring, of a 30 to 50-bbl. capacity.

SCOTT BROS. & MAGUIRE, at Cedar Bluff, Va., through the burning of their mill recently, suffered a loss of \$6,000.

THE O'Neill flouring mill at O'Neill, Neb., burned on Jan. 11th. Loss on

building and machinery \$15,000, and on stock on hand, \$3,000; insured for \$7,500.

THE flouring mills of Smith & Phillips at Wooster, Ohio, were visited by fire on Jan. 12th. Loss \$10,000; insurance \$5,000.

At Elkhorn, Neb., Jan. 12th, the old Roanoke elevator, owned and operated by H. A. Molte, burned. Loss, \$10,000; no insurance.

ARTICLES of incorporation were filed recently by the C. & H. Grain Company of Glencoe, Minn., with a capital stock of \$40,000.

THE citizens of Kasson, Minn., are considering the proposition of a Mr. Sorenson to build a \$10,000 mill, receiving a \$2,000 bonus.

FIRE at Henderson, Neb., on Jan. 10th, damaged the grain elevator of Robert Henderson to the extent of \$2,000; insured at \$1,200.

ADLARD's large flouring mill at Unionville, Ohio, burned on the morning of Dec. 25th. Loss \$20,000; partially covered by insurance.

EFFORTS are being made to organize a stock company for the purpose of erecting a flour mill in Summerville, Ga. F. L. McGinnis is interested in the project.

FIRE Jan., 14th, destroyed the Clifton Roller Mills at Clifton Texas, owned by W. S. Helm loss on mill \$1,000 on stock \$3,000. The insurance expired Jan., 13th.

At Clinton, Mo., on Jan. 7, the Western Roller Mills belonging to J. H. Kracke & Co., of St. Louis, burned. Loss \$35,000, with \$15,000 insurance. The mill was full of grain, grits and meal.

THE Fall Creek Milling Co. of Ithaca, N. Y., has been incorporated with a capital stock of \$35,000. Incorporators—Albert M. Hull, Chas. H. Hull and George C. Keeler, all of Ithaca.

By the explosion of a boiler on January 12th, the Willy Co., Sustained a loss of 5,000 dollars to the power house of their flouring mills at Appleton, Wis. The engineer was instantly killed.

DURING 1893, the fire losses in the United States and Canada footed \$156,445,875 against \$132,704,700 in 1892. The December loss was \$12,105,000 and the milling and allied industries contributed about \$300,000 to that sum.

THE Williams Roller Mill Company, of Muscatine, Ia., are running day and night. They have orders booked covering their January and February output.

THE Noel mills at Estell Springs, Tenn., started January 10th with increased capacity. It now makes 3,500 barrels of flour per day and is one of the largest winter wheat flour mills in the world.

It is reported that by April of 1894 five more flour mills will be built in the State of Oregon; one of them will have a daily capacity of 40 bbls.; two at 75 bbls. each; and the other two 150 bbls. each.

AT Belleville, O., R. A. Boling's Grain Elevator, with 5000 bushels of wheat, some of which was stored for Northwestern Milling Co., was destroyed by fire. There was an insurance of \$5,500 on building and contents which about covers the loss.

THE flouring mills of Chas. W. Hudson, at Janesville, Wis., closed down January 17th for good. The mill will be razed and a new one, to be one of the finest in the state, erected. It is expected the new mill will be in running order by the first of May.

THE large elevators and flouring mills of A. W. Doherty & Bro., located at Ladoga, Ind., were totally destroyed by fire Dec. 28. The plant was very valuable and always run full time. It will be rebuilt at once. How the fire originated is not known. Loss fully \$50,000.

A PRESS dispatch from West Superior, Wis., dated Jan. 5, says: Five mills, which have been turning out Superior's heavy flour product the past season, have been forced to shut down because of the high all-rail rates to the East, which were inaugurated Jan. 1.

DURING the first week in January all Europe was subjected to a severe "cold spell" even the southernmost parts of Europe were treated to a dose of bitter winter, and it is probable that the winter wheat plant was badly damaged in some areas. It is up to date a queer, unusual sort of winter, the world over.

FIRE, early Jan. 17th, wholly destroyed the plant of the American Cereal Company, situated in the milling district of Minneapolis, entailing a loss of \$60,000. The

building was owned by the Pettijohn Breakfast Food Co., and was insured for \$14,000. The loss of the Cereal Co. is total, with an insurance of \$17,500 on machinery and stock.

THE people in and about Chandler, S. D., are manifesting much interest in a proposition to erect a flouring mill at that point, to be operated by artesian well power. Petitions are being circulated about here which will be submitted to commissioner of irrigation, asking that an artesian well be located in every township of Charles, Mix County.

A COMMUNICATION from Little Falls, Minn., states that the flouring trade has increased materially with our milling people of late. The Little Elk mill is a couple of weeks behind with their work and the Interstate Milling Company are running their most excellent plant to its fullest capacity. They export nearly their entire output.

At Livingstone, Mont., arrangements are now being made to organize a stock company to construct and operate a flouring mill in that city. Large quantities of grain, suitable for milling purposes are raised in the Yellowstone and Shield River valleys which is tributary to that city and as Livingstone is supplied with an excellent water power, it is probable that such a venture would be a success.

A REMARKABLE fact in connection with the family of Miller Robt. Meyers, of Glasgow, Ky., is that three of his four sons are millers, and that three of his five daughters married millers. The father and one son operate the "Red Mill" at Glasgow, under the name of Meyers & Son, while two other sons, William and Hise, are in the business at Greensburg, Ky. The Meyers have the reputation of being good business men, honest, industrious and full of energy.

Asthma Sufferers

Who have in vain tried every other means of relief, should try Schiffmann's German Asthma Cure. No waiting for results. Its action is immediate, direct and certain, as a single trial will prove. Send for a trial package to Dr. R. Schiffmann, St. Paul, Minn., but ask your druggist first.

CARRIER'S LIABILITY.

The Appellate Court of Indiana held, in the recent case of Reid vs. Evansville & Terre Haute Railroad Company, that in the absence of a special contract, a common carrier of goods is liable, as an insurer, for the safe delivery of the goods; that a carrier may, however, restrict its liability by special contract, but cannot thereby exonerate itself from liability for loss occasioned by its own negligence; that where goods intrusted to a common carrier for transportation have been destroyed by fire while in its possession, the carrier contracting against liability for loss by fire, the burden is upon the owner in an action on the contract, alleging negligence, to establish it as the proximate cause of the loss, and that where the carrier's negligence relied upon in such case is delay in forwarding the car containing the goods, which car was, with the goods, consumed by fire communicated from burning buildings near the carrier's sidetrack, the carrier is not liable, their negligent failure to forward the car being attended with such unnatural and unusual consequences that they could not, by the highest practical care, have foreseen and provided against them, is not the proximate cause of the loss.

FOR AN ELEVATOR COMPANY.

Judge Windes, on Jan. 3d, sustained the report of Master in Chancery Boyeson and decided in favor of the City of Chicago Grain elevators the suit against the C. M. & St. P. Ry. Co., and directed a decree, compelling the railroad company to pay the elevator company the value in cash Dec. 30, 1890, of the Fulton elevator and of the ground on which it stands, and of the St. Paul elevator, which stands on ground belonging to the railway company; both elevators being situated on the river, between Fulton and Carroll streets.

The suit grows out of a contract made by the railway company with Jesse Hoyt & Co. in 1880. Hoyt & Co. were the owners of the Fulton elevator and lots, and the railway company leased to Hoyt & Co. some adjoining lots for ten years. Hoyt & Co. agreeing to erect a 700,000 bushel elevator on the leased land, and the railway company agreeing to buy the entire plant at its "cash value" at the expiration of the lease. Hoyt & Co. assigned the lease to Munger, Wheeler & Co., the railway company consenting. Munger, Wheeler & Co. assigned the lease to the elevator company without the railway company's consent. The case was argued before Judge Windes early in Decem-

ber. The defense urged that the lease was a personal contract and could not be assigned; that the contract provided for the appointment of arbitrators to determine the cash value; that none having been appointed, the court could not enforce the contract, and that the remedy was at law and not in equity. The court disposed of all these contentions, and added that aside from the authorities, which were clearly against the railway company, none of its defense was equitable. The contract had been satisfactorily performed by the elevator company, and a court of conscience would compel a performance by the other party. The court ordered a reference to a master in chancery to fix the cash value of the elevator plant, Dec. 30, 1890, and directed that the railway company pay the amount so ascertained to the elevator company. The value of the elevator plant is said to be about \$552,000.—*Pioneer Press.*

BETTER LATE THAN NEVER.

An overhauling of the patent system is now in progress. According to advices from Washington, Mr. Seymour, the Commissioner of Patents, is making a rigid investigation of the recent issues of the Patent Office. The commissioner believes that there has been a large amount of negligence on the part of the examiners in the granting of patents which actually embraced no new inventions, and that there has been considerable looseness in the methods of some of the examiners in deciding claims. The comparatively large number of recent judicial decisions declaring various patents invalid has, it appears, proved a source of considerable annoyance to the commissioner also.—*Bradstreets.*

RECENT MILLING PATENTS.

The following list of patents for Milling and Grain Handling Appliances, granted during the month of December, 1893, is especially reported for the *UNITED STATES MILLER*, by H. G. Underwood, Patent Attorney and Solicitor, 107 Wisconsin Street, Milwaukee, Wis., who will send a copy of any patent named to any address for 25 cts. No. 510,768, Grain-cleaning machine, S. Bisbee, Madelia, Minn. No. 510,769, Grain-scourer, E. K. Bodine, Bristoe, Va.

TRADE-MARKS.

No. 23,906, Lyon, Dupuy & Co. Boston, Mass. Wheat-flour. The word "Citadelle," used since Dec. 1893. No. 23,910. E. Ellsworth & Co. New York and Buffalo, N. Y. Flour, Meal etc. The representation of a clover blossom. Used since Nov. 1, 1890. No. 23,942, Sperry Flour Co. San Francisco, Cal. Rolled Wheat-meal. The word "Germea" used since Jan. 1, 1883.

FRANCE ASSURED OF PROTECTION.

A special dispatch to the Chicago InterOcean, dated Jan. 19th says: In the chamber of Deputies Thursday the standing customs duties' committee

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Honorably discharged soldiers and sailors who served ninety days, or over, in the late war, are entitled, if now partially or wholly disabled for ordinary manual labor, whether disability was caused by service or not, and regardless of their pecuniary circumstances.

WIDOWS of such soldiers and sailors are entitled (if not remarried) whether the soldier's death was due to army service or not, if now dependent upon their own labor for support. Widows not dependent upon their own labor are entitled if the soldier's death was due to service.

CHILDREN are entitled (if under sixteen years) in almost all cases where there was no widow, or she has since died or remarried.

PARENTS are entitled if soldier left neither widow nor child, provided soldier died in service, or from effects of service, and they are now dependent upon their own labor for support. It makes no difference whether soldier served or died in late war or in regular army or navy.

Soldiers of the late war, pensioned under one law, may apply for higher rates under other laws, without losing any rights.

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Old claims completed and settlement obtained, whether pension has been granted under later laws or not.

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of thirty three members was reelected. All are protectionists, with the exception of five, and several favor an increase of the import duties on grain. It is understood that the committee intends to modify the present system of bonded ware-

houses and to bring them under state direction, in view of preventing accumulations of produce which, during certain times, are thrown upon the French market, thus reducing the price of National produc-



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MILWAUKEE, JANUARY, 1894.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

Editorial.

THE Hecker-Jones-Jewell Milling Co. through its president Mr. John W. Hecker, in a letter to Mayor Gilroy, of New York city, under date of Dec. 27, 1893, stated that the corporation appreciated the fact that much of its success had come from those who depended on a weekly wage for their maintenance; that it wished to distribute, aided by the intelligent co-operation of the charitable societies of the city, 25,000 bags of flour among the respectable poor of the city, so that it would be regarded as a New Years' gift, instead of a charity.

This is an admirable action and is but an additional mark to the credit of a company well known for its benevolent and charitable work in all cases of deserving need coming to its knowledge.

NOTWITHSTANDING the fact that the mills of this country are more generally idle, than at any time before since milling became one of its great industries, it is remarkable that none of the great concerns have been forced to succumb to the financial depression, that has overtaken the large concerns of nearly every other class of business and we look upon the present inclination to "shut up shop"—rather than continue to run mills and crowd their products upon an already over-

loaded market—as a most favorable sign of better times to come. Our millers generally, more particularly the larger operators, have always been very loth to stop the wheels and give the markets a chance to get rid of the surplus stock and recover prices. We think it fortunate at this time that the railroad situation is such that no other course is left to the miller, but to shut down and wait. This week finds every mill in Superior and Duluth idle, Minneapolis output very largely reduced, Milwaukee with only two mills running full time, and one half time. Other milling centres are upon a similar basis. Should this state of "innocuous desuitude" continue for thirty or sixty days, it would in the end be a god-send to every miller. Now, while the majority of mills may not have been able to show a good balance, on the right side, January first, the outlook is certainly encouraging for the future, if millers will only allow the present surplus to be drawn down before rushing their supplies forward, thus making the later condition of the market worse than the first.

OUR readers are referred to our condensed table of breadstuffs exported in 1893 as compared with 1892, showing quite a falling off for '93, notwithstanding the fact that the principal markets of Great Britain are, and have been, largely overloaded the entire season. In wheat the decrease is over \$1,200,000 in value, and in flour \$10,852,845. In rye \$3,993,292; corn-meal and oat-meal over \$400,000. This would seem to indicate that our exports for '92 were so largely in excess of requirements by importing countries, that low prices for '93 were an inevitable consequence of the policy, which has been a sort of mania, particularly among millers, to rush their mills to their utmost capacity, and force the surplus upon an already overloaded market. The present close-down of mills, if it can be maintained until navigation opens, will be a great boon to the trade.

LEE vs. PILLSBURY & CO.

THIS suit which was appealed from the U. S. District Court for the Northern District of Minnesota, to the Court of Appeals by the Cockle Separ-

tor Co., of Milwaukee, on behalf of Pillsbury & Co., has, for some reason best known to the attorney of that company, been dropped—or rather judgment for the plaintiff been entered in default. It seems to have been generally understood that this case was being defended by the Millers' National Association in behalf of Pillsbury & Co., but such is not the fact. The Cockle Separator Co., through their attorney have alone had the matter in charge, and it is on account of their default that the case was dropped, and judgment taken for the plaintiff.

THE MILLER A FREE TRADER.

WE have found, from conversation with many well informed millers, that they believe their interests, as millers and exporters, lies in the direction of Free Trade. Mr. J. R. Dodge, late statistician of the Department of Agriculture, in an article published in the *Inter Ocean*, points out that the only way to get a fair market price for wheat and flour, is to have a domestic market sufficient to regulate the domestic price.

The *Inter Ocean*, commenting upon his article says:

"In a somewhat casual way, Mr. Dodge remarked last week that the mere straw of the wheat raised by the English farmer was worth more per acre than the wheat itself on a Dakota farm. The paper of this week is devoted to the future of wheat growing, and is specially deserving of attention, not only by the farmers of the wheat belt, but by every broad-gauge business man of this city, for Chicago may be said to hold the thermometer of the wheat market for the whole round world.

The decline in the value of wheat has done more, perhaps, than any other thing to lessen the profits of prairie husbandry. The present price is far below what would have been regarded a few years ago as possible. But so long as our producers are dependent upon the foreign demand the tendency is sure, on the general average, to be downward. The peasants of Russia and the ryots of India are not our only competitors. The vast plains of the Argentine Republic are admirably adapted to wheat raising. The exports to England from that country have only fairly begun, but already they are enormous. The Columbian Exhibition was a straw showing the current of agriculture in that undeveloped country. The Argentine representatives, showed a special interest in our implements and machines for sowing, harvesting and thrashing wheat.

The truth is that every branch of agriculture in this country is closely allied to all other industries, and the policy necessary to the thrift of one is in the interest of all. There is no greater need today than for the American people to understand and practically apply the broad principle of unity which runs through all branches of labor and production. These hard times, by their very universality, cannot fail to teach this lesson alike to farmers, miners, and manufacturers."

We have yet to hear the first argument that could be accepted as giving sound business logic, why a miller's interest should favor Free Trade.

AGGRESSIVE AS EVER.

IT will be remembered that the railroads composing the Central and Trunk Line Traffic Associations, about four years ago, sprung upon the shipping public a freight receipt, or Bill of Lading, which was so outrageously unfair and in violation of the provisions of common law applying to common carriers, that a storm of indignation was aroused among shippers throughout the territory "served" by these lines. The document was not even a receipt for the goods to be transported. Its provisions, under which the parties to the contract were to be bound, were voluminous, containing simply nothing for the protection or benefit of the shipper and evading all liability on the part of the carrier, in case of loss or damage. To cap the climax, there was printed in large letters, across the face, the words, "*Not Negotiable*," as if to call the attention of all banks to the absolutely valueless character of the "Bill of Lading." The Chicago Board of Trade issued an invitation to all the leading commercial organizations of the United States to send delegates to a convention, to be held for the purpose of strongly protesting against the proposed injustice, which the railroads wished to perpetrate, and to take such action as might seem best to prevent the general adoption of the document. This convention resulted in the organization of a permanent Association, known as The National Transportation Association, which has frequently been referred to in our columns. The leading commercial organizations of Boston, Baltimore, Philadelphia, Buffalo, Cleveland, Toledo, Cincinnati, Louisville, St. Louis, Chicago, Peoria, Milwaukee, Minneapolis, St. Paul, Omaha, Kansas City, New Orleans and a number of National Organizations, such as The Millers' National Association, The National Paint, Oil and Varnish Association, National Cattle Buyers Association, joined hands in this Association, and so quickly and power-

fully was their influence felt, that the railroads were forced to recede from their position. The proposed "Uniform Bill of Lading" was abandoned for the time and no disposition to put it into general use has been evinced until recently. The splendidly organized and managed Railway Associations of the country were not to be permanently retarded, however, by a little thing like this, and they have been quietly at work ever since, with a view of accomplishing their desires by another route. The "foxy" managers have merely talked of formulating and adopting, "for the general good," a uniform classification of freight, which idea met with general approval on the part of the shipping public. On January 1st, 1894, this uniform classification was suddenly promulgated and placed in force on all lines of the Central Traffic Association. The classification is based exclusively upon the use of the old, obnoxious Bill of Lading, containing all the objectionable clauses and the non-negotiable feature. The shipper is required, before the Bill of Lading is given him, to sign a special contract, or general release which reads: "Therefore, in consideration of the premises the said..... (shipper's name) do (does or do) hereby release and discharge, so far as (he or they) lawfully may, the said railroad company and all other railroad or transportation companies, to which the said property may be delivered for transportation to or toward its place of destination, from all claims, demands or liabilities for any loss thereof or damage thereto, *howsoever occurring*, whether by fire or otherwise, or whether by negligence of the said railroad or transportation companies, or of their or either of their officers, agents or employes, or otherwise, while the same is in their care, custody or possession." Of course, this is directly contrary to the common law, and if a shipper cares to litigate a claim of \$10.00 at an expense of \$10,000.00 and wait fifteen or twenty years for the action of a final court, he may recover, provided it be not held that the special contract, which he entered into voluntarily, when he signed the release, does not take from him the rights acquired through the common law. It is not probable however, that there would be much litigation of this character, and through these forms the transportation companies would be able to withhold from rightful claimants, thousands of dollars each year. The classification provides, in black face type, at the head of every page: "Property shipped not subject to uniform Bill of Lading conditions, will be charged one class

higher than as herein provided, and cost of Marine Insurance." On the higher classes of freight this doubles the charge, and simply compels the shipper to accept the terms imposed by the carrier.

The railroads must feel pretty sure of their ground, to thus throw down the gauntlet to the National Transportation Association, which is now well organized and in good, active condition. The executive committee of that organization held a special meeting at Chicago on the 19th inst. and steps will at once be taken to secure national legislation, which will at least impress the Railroads of the United States that they are Common Carriers and public servants, not masters. A bill is pending in Congress, known as the Patterson bill, to amend the inter-state commerce act, so as to permit the Railroads to form "pools" and the Transportation Companies are working hard to secure its passage. It is surprising that they should have been so rash as to push their "Uniform Classification" into use, before they had succeeded in accomplishing their desires in the direction of pooling. This bill will doubtless prove a test of their strength, as it will be bitterly opposed.

AS a result of the refusal of the Grand Trunk Ry., to cooperate with the Kewaunee Line in making cut rates, there is no immediate prospect of disorganization in freight rates to and from Milwaukee. A short time since The Kewaunee Line created a stir in freight circles by announcing a 23 cent rate on flour and grain from Minneapolis to New York. The quoting of this rate was an attempt to renew the fight for a differential. All lines crossing Lake Michigan and breaking bulk, as is done by the Flint & Pere Marquette, and the Detroit, Grand Haven & Milwaukee, are allowed a differential, but those taking the cars bodily across, as is done at Mackinac, and by the Kewaunee line, are not. The Kewaunee line made a hard fight for this advantage, but was defeated. The recent cut was an attempt to open up this vexed question again, but it failed. The freight handled by this line passes eastward over the Toledo, Ann Arbor & North Michiagn, Grand Trunk and Lackawanna roads, and the rate was made by the ferry line alone. As soon as the news reached the Grand Trunk, that road refused to participate. This knockyd out the ferry line and an advance to the established rate was at once ordered. The advance will be made on January 25. This al-

lows time for the ten days' notice of advance made necessary by provisions of the inter-state commerce law.

S. HOWES, Silver Creek, N. Y., has just issued a very attractive calendar for 1894, which is up to the Eureka standard. Millers who would like to adorn their office walls with a copy can obtain it, by writing the request for one, which will receive prompt response.

WORLD'S WHEAT AND FLOUR SUPPLY.

[Compiled for Europe by Liverpool Corn Trade News, and for America by the Daily Trade Bulletin, Chicago, and the Market Record, Minneapolis.]

The following table exhibits the approximate available supply of breadstuffs in second hands in the principal countries of Europe, with the quantities afloat for the United Kingdom and Continent on the dates named:

	AVAILABLE STOCKS IN EUROPE.	
	Jan. 2, '94, bushels.	Jan. 2, '93, bushels.
Afloat for United Kingdom.....	10,800,000	10,500,000
Afloat for Continent.....	8,000,000	7,600,000
Afloat for orders.....	14,200,000	12,500,000
Total afloat.....	33,000,000	30,600,000
In store United Kingdom.....	29,000,000	28,300,000
In store, France.....	12,700,000	8,500,000
In store, other countries.....	8,000,000	6,500,000
In store, Russia.....	19,200,000	14,000,000
Total supplies.....	101,900,000	87,900,000

APPROXIMATE AVAILABLE STOCKS IN AMERICA.

The following table exhibits the approximate visible supply of flour and wheat in the United States and Canada:

	Jan. 2, '94, bushels.	Jan. 2, '93, bushels.
Flour in Canada, equal cases.....	594,000	640,000
Flour in United States, east.....	8,183,700	9,343,840
Flour in United States, west.....	427,500	495,000
Wheat in Canada.....	5,559,400	6,718,700
Wheat in the United States, east.....	104,184,000	122,634,000
Wheat in the United States, west.....	11,216,600	9,688,700
Total.....	130,165,200	149,520,240

"CORN TRADE NEWS" ESTIMATE OF PROSPECTIVE SUPPLIES.

LIVERPOOL, DEC. 13, 1893.

It will be interesting to inquire what supplies the importing countries can expect during the current three months, during which time several Russian and Roumania ports will be closed. Reckoning for 13 weeks from the 1st of December, we submit the following probabilities, pointing out that the problem is one of the quantities to be put afloat and not one of the prospective arrivals:—

America and Canada at the rate of 60,000,000 bushels in 7 months.....	Bush. 25,600,000
Black Sea 3 weeks at 2,400,000 and 10 wks. at 1,600,000 bus. per wk.....	23,200,000
India 13 weeks at 480,000 bu. per wk.....	6,300,000
Argentina 13 weeks at 280,000 bus. per week.....	3,600,000
Australasia 13 weeks at 280,000 bus. per week.....	3,600,000
Austria-Hungary 13 weeks at 100,000 bus. per week.....	2,100,000
Sundries 13 weeks at 280,000 bus. per week.....	3,600,000
Total prospective supplies 13 wks.....	68,000,000
Total estimated requirements of Europe 13 weeks.....	98,000,000

The deficiency here shown is somewhat alarming, amounting to 30,000,000 bushels in 13 weeks, which if correct would

cause a reduction in the "quantity afloat" and in the ports of Europe of nearly 2,400,000 bus. per week. On the 1st inst. the quantity afloat to Europe amounted to 37,500,000 bus., while the stocks in the ports of the U. K., France, Germany, Holland, Belgium, and Italy amounted to 48,000,000 bushels, this aggregate of 85,500,000 bus. will thus be reduced to 56,000,000 bus. by the end of February next, and as a consequence the great depression that has now lasted since November, 1891, may rightly be expected in a measure to pass away.

*Exclusive of 15,000,000 bushels allowed for West Indies, China, &c.

SEED WHEAT FOR DAKOTA.

The railroad and warehouse commission of North Dakota held a conference Wednesday at the Chamber of Commerce with representatives of the elevator companies doing business in that state. In some parts of the state there has been a great deal of trouble with smut and the question of procuring pure seed is one that is perplexing the people.

The conference was held for the purpose of enlisting the co-operation of the elevator men in an effort to get new seed. The idea of the commissioners was that the elevator men, being interested in the matter should arrange a transfer of pure Minnesota grain for the smutty seed. The gentlemen present readily agreed to this, and promised to co-operate with the commission. Only the preliminaries of the plan were discussed, however, and another meeting will be held in the near future.

Speaking of the meeting, P. B. Smith, of the St. Anthony and Dakota Company, said that the commissioners did not come down on a begging trip and that the elevator men had not been asked to enter into any movement, such as was done several years ago, to furnish seed to destitute farmers. There were present at the conference Railroad Commissioners Rasmussen and Stevens and Secretary Grant. Among the elevator representatives present were Mr. Robbin, of the Northwestern Company, Mr. Pillsbury, Mr. Cargill and Mr. Smith.

WE desire to call attention to the advertisement of the Rockford Hotel (European) situated at 222 to 226 South Clark st., opposite the post office, Chicago. This house has been recently refurbished, and is the most comfortable and best Hotel for the money in Chicago. Patrons accompanied by their families will be liberally treated, and find the Rockford a homelike place.

Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

NEW YORK.

The Old Year Ended in Stagnation—The New Year Opened with Higher and More Active Markets—These Markets Have Been Scraping Bottom Until It Has Been Scraped Off—But Europe Does Not Respond to Our Advance—Too Much Stuff in Sight and Too Much Offering From the Southern Hemisphere—Chicago the Bull Center—The Flour Market—What City Mills Are Doing.

THE winding up of the old year and the unfolding of the new, is never characterized by extraordinary activity or change, either in speculative or legitimate trade. Still less in a panic year, after everybody has been suspended by the eyelids so long that their foresight is lost and only their "level sight" is left. Nobody has pluck enough to anticipate the future any more, and some even doubt if there is any future to their business and act accordingly, while spending their time and thought in bemoaning the past and the "good times that used to be in our trade." The flour market has been particularly afflicted with these "have beens," until such a possibility as a "may be" has been forgotten. Indeed, the course of the flour market for the past year, has been such as to kill out all spirit of enterprise and speculation, which is simply anticipating the future, as a declining market always loses money for everybody engaged in it, unless they speculate backwards, by selling stuff short. It is a fact that this is about the only way a miller or dealer in flour, as well as a speculator in wheat, could have made money during 1893. There have been few times during that period in which a miller could buy wheat, grind it, and ship his product to market and get his money back. Equally difficult has it been for a dealer in flour to buy stock and then turn around and sell it, before he could duplicate his purchases for less money, as his competitor who waited had done, and thus been able to undersell him. To such an extent has this been true, and so generally had the trade become discouraged by such a protracted experience, that when the old year ended, and with it, this state of trade, few had any amount of stock on hand; and, when the new year opened with a better wheat market, although on sentiment only, the flour market followed, in the absence of supplies of any amount, without anybody having enough stock on hand to get any advantage of the advance, except, it may be, the millers who had been compelled to hold the flour, they could not sell or shut down during December.

BOTTOM PRICES HAVE BEEN SEEN.

After such a protracted period of stagnation and depression no one seems able to realize that bottom prices have been passed until too late to get any advantage from the first reaction. So it was this year. But when least expected the markets for both wheat and flour have rallied and the trade has been left. Yet on the advance, the flour trade has come in and the market has gone up on trade brands legitimately, with demand increasing and moderate supplies, until, at this writing, there is a halt in the activity that set in before the old year was quite dead, as prices have now gained 25c from the bottom of December on Spring Patents, which were then the most depressed; and when Sweeney took on from 30,000 to 50,000 bbls. of good flours at \$3.75 for running delivery into April at that price. That was rock bottom on this crop, as well as on record, and only for round lots of 5,000 to 10,000 bbls., as most millers would not accept it, while few if any other buyers bought freely at that or even more, until since the new year, they have been forced to enter the market for near wants and pay \$3.85 up to \$4.00 for standard to fancy brands, barring only one or two. At those prices the bulk of a good trade has been done until this week, when Western millers jumped the price up with wheat, and on light supplies of flour here, to \$4.00 for standards to \$4.25 for fancy brands, and even \$4.50 for Pillsbury's. This has caused a halt, and buyers are now taking breath and waiting to see what the Chicago bulls are going to do with wheat, as the bull storm-center is on the Chicago Board of Trade rather than in cornering markets; for Europe has taken less wheat and flour on new purchases since January 1, than she did during December.

WAITING TO SEE WHAT EUROPE WILL DO.

In fact this is now the pivot of the wheat, if not of the flour market. Europe has large stocks of both wheat and flour, the latter having gone forward freely from here since the close of navigation on through shipments from the West, while India and Russia have been pouring their supplies into Europe steadily for a month past, at lower prices than our wheat could be bought at. Added to this, free offerings of Argentine and New Zealand new crop, for prompt shipment, have further made Europe easy about future supplies, so that when our markets turned up, she sat down and let America bull the stocks already bought, instead of taking more from us. The outlook for exports of wheat, and flour as well, is by no means flattering for the near future, and we

are likely now to have to wait until the Southern Hemisphere, including India, shall have marketed her new crops; except as our wheats are wanted for mixtures with those of other countries. Crop scares may and doubtless will come to help the market, as all accidents now must, with prices so low and the statistical position so strong, based upon the government estimate of a 396,000,000 crop, confirmed in the January report, although the amount of wheat in sight is a heavy load for the bulls to shoulder.

WHO IS BULLING WHEAT.

The bull party in Chicago includes some of the largest and most successful operators, and they claim to have gone in for a long pull and a big advance. Yet it is evident that they are by no means as hopeful since the January boom has failed to inspire Europe with the idea that this is the last opportunity to buy cheap wheat. Partridge seems to be about the only big operator there on the short side still. Yet he does not appear to be worried, as somebody has long wheat to sell all the time, whether prices go up or down. In fact, the leaders themselves have been suspected of working the government crop report for considerable more than it was worth, in order to induce outside buying and enable them to unload. The market has acted that way. The only bullish item in that report was 7 per cent less acreage, sown to winter last fall than harvested last summer. But a report on condition would doubtless show a higher average than a year ago, as there has been scarcely a complaint heard in two months about condition, which has been very favorable. There was a little crop scare in Europe this week on the severe cold weather there. But the ground was unusually well covered with snow and the mild weather since has dissipated all fears that might have been entertained, as most of these reports came via Chicago. It is said the old Big Four Bear Combination of operators in Chicago has been re-formed, with Ream as its head, and not Jones and Jack Cudahy in the background, with doubts as to the fourth party, though Armour is regarded as a bull on the market. Whether this attempt to bull wheat will be carried into a deal, as it was last year and failed, is not yet even talked of, though this new bull combination is; and, we shall see what we shall see.

THE FLOUR MARKET IN DETAIL.

can be subdivided as follows, and described: Spring patents have recovered the most, as they broke the want. Winter straights came next and have rallied 10c to \$3.00 for soft to \$3.10@3.25 for standard to fan-

cies, while winter brands have just begun to move, after long neglect, at the relative large difference under spring, at which they have ruled so long, namely \$3.40@3.85. But grades of winter, under \$3.00, which forms the second subdivision, have been neglected for want of export demand and very weak, even in face of the strength in higher grades. This takes everything down to \$2.00 for superfine in sacks and \$2.10 in bbls., \$2.25@2.35 for No. 2 in bbls., \$2.45@2.60 for No. 1 in bbls. But low grade springs have been scarce and almost nominal, under \$1.90, as they have been contracted ahead for export for feed stuff, so far as to take them off the market and they are nominal though firm. But above \$2.00 and up to \$2.40 in sacks and barrels, springs are dull, as exporters have not been taking them to any extent. On the other hand, there have been some pretty large purchases of Baker's extras in barrels by the local trade, part to go on city contracts and part by the macaroni manufacturers at \$2.50@2.65, which has steadied up these flours in barrels and taken down the stock; but they are still easy in sacks. Outside of Baker's extras, in which there has been no advance, and spring patents and winter clears or straights, there has been little activity and no strength. Exporters have a few bids for Baker's and patent springs, but at 1@3 shillings under our market, as a rule, except for special brands. The only exception to export inquiry is for the West Indies.

CITY MILLS MORE ACTIVE.

After a long period of stagnation in the West India trade, there has been quite a revival since the new year, both in Western winter straights and in City Mills clears, of which about 50,000 of the latter have been taken, in lots at \$3.55, or 40c over the price paid for good winter clears or straights. But there had been an accumulation of City Mills clears during December, and even of patents, which have not recovered with spring patents, as there were more of the former on the market. But the mill feed bonanza of the city mills holds out and makes a big item in their favor, as they are sold ahead all this month at 82½@85c, and are able to work off any excess over city trade demand to the eastern trade and for export, at full local prices, as there is not enough western coming here to interfere seriously with the city mills monopoly of this market. Yet the general substitution of trolley for horse cars in Brooklyn and of cable for horse cars in New York is reducing the local demand for feed of all kinds, and it is fortunate for all in the feed trade, and millers

especially, that there is an unusual feed shortage in Europe to supply this year. The city mills also got the benefit of the buckwheat flour boom, having bought the bulk of the crop to arrive at \$2.25@2.50, while the price ran up to \$2.75@3.00, before much of it had moved. But there is a dead calm after the storm and prices are receding again.

Rye flour and corn products have dragged along without activity, change or feature in the former, at \$2.65@2.90, while the latter has simply followed corn, and that has declined on heavy arrivals of new crop, stimulated by cut rates of freight, up to the new year, by which a larger portion of the crop than usual has been held around Chicago, while the movement has been unusually heavy and early this year. But the European demand for feed stuffs has steadied up the market and prevented much accumulating and any break of importance.

NEW YORK, Jan. 10, 1894.

BUFFALO.

THE Board of Trade building has been overrun with rats and mice, much to the annoyance of the lady clerks. Actuated by a great love for all womankind, Superintendent Miller started to make war on the rodents. Considerable money was invested in rat exterminators, all of which were flat failures. Miller Dodge advised ferrets and a supply was obtained. These flexible animals are put into holes in the basement and come out on the seventh floor, looking as though they had a parrot and monkey time of it in their travels. So far, the new remedy is a complete success.

There are elevators for sale in Buffalo and plenty of them. If that English syndicate would only come around now and make a bid! And they are building more of them! I think the UNITED STATES MILLER mentioned some three years ago that the thing was being overdone and has never missed an occasion to sound a warning note. But fools rush in where angels fear to tread.

Insurance companies are cutting big lumps off their risks, especially on the largest houses, and owners of grain in them are alarmed over the situation. Besides this, there is too much elevator stock for sale to suit our best business men. A block of this class of investment was hawked around the streets a week ago; nobody would look at it; more of the stuff will come out before spring.

It is easier to get grain into a new house than it is to take it out. One big barley shipper was heard to lament this state

of affairs. He will know better the next time.

At the annual election of the Merchants' Exchange, the usual "feed" was notably absent. Above all the silly clap-trap, this lunch business is the worst. The idea is that this lunch attracts new members, or keeps the weak ones from dropping out. The poor got the money this year, and I doubt if the Exchange will indulge in any more "feeds," but will donate this amount to a different charitable institution each year. At least, this seems to be the sentiment among the leading men of the Board.

I remember, during the war time, when regiments were raised and money furnished to send them to the front, when a word from that body would make or break any man or measure. Why, it controlled the city government without taking a hand in politics. Such men as the Hon. Wm. F. Sheehan would not have lived politically more than one election. Although not as strong in membership during those days, it was the balance wheel, the power behind the throne. O! for those good old days, when everybody worked for the interest of Buffalo, and not to drag its name before the world as a specimen of how low a republican form of government can possibly sink, with the aid of a few unprincipled citizens.

The amount of Duluth wheat in market at the close of the year, under 72 cents for No. 1 hard, and 71 cents for No. 1 Northern could have been purchased by one country miller without disturbing his credit with the banker. This looks as if we were going to be short of wheat, but there is nothing in it. Quite a large amount of Minneapolis wheat has been worked through and plenty will follow it. Of course this is on the "dead quiet," but rates are so favorable from the Northwest that there is money in it. With all these outside points, or a fair portion supplied from Minneapolis, our wheat will hold out.

The talk of 800,000 bushels shortage here comes from sellers; millers are satisfied with the situation.

As near as can be ascertained there are 350,000 bbls. of flour in store, in warehouses along the river front, a reduction of 150,000 bbls. since the closing of navigation. This is quite a liberal quantity of Northwestern stuff, and considerable more than we had last year. Besides this the mills all have a full supply on hand, and with rallying demand, during December, it looks as though a shut down for a month would be for the interest of the milling trade. As to prices, \$4.00 was outside, for the best Patent Springs and sales were made

at \$3.85 and about \$3.25@3.40 for Winters.

The Eastern Elevating Company has fitted up a gorgeous office in the Board of Trade. Nothing like it has ever been seen in this section of the world. It is just too lovely for anything. But all this show may be necessary.

Last reports from the books of Rochester millers, with one exception, shows a dead loss of from 30 to 40 cents per bbl. on all flour sold. This is supposed to have been going on for a long time, as it is generally understood that the Genesee River miller never knows how he stands until he is nearly bankrupt. But he is a most delightful sticker; never lets a customer go even if he has to give away the flour. The one exception is Chase, who has made a barrel of money. He was a bear on that and sold all the flour he could, no matter if he cut the price 10 to 15c. That miller has a long head and it's well-placed on a good big pair of shoulders, too.

Mr. A. R. James was defeated in the election for president of the Merchants Exchange. It was a case of a certainty. It was thought that there was no necessity of working for A. R. James; he was elected before a ballot was cast, and consequently the shrewd politician, R. R. Hefford, who has fought many a battle, took the plum. Had there been a full vote, or about 350 votes, the chances of Mr. James were good for at least 50 majority. Mr. James needs a few lessons in gunning for votes and he could not get a better teacher than R. R. Hefford. Here is the ticket and votes:

President—
Robert R. Hefford—124.
Alonzo R. James—102.
Vice-President—
P. G. Cook, Jr.—132.
J. Adam Lautz—93.
Treasurer—
J. H. Lascelles—136.
Melvin F. Warren—88.
Trustees for three years—
William G. Heathfield—142.
John A. Seymour, Jr.—140.
S. W. Yantis—115.
Henry C. French—119.
James H. Rodebaugh—109.
George E. Laverack—104.
James Ash—91.
E. G. S. Miller—77.

The first four being elected.

With grain rates from 5 to 8c against Buffalo, dealers here are having a serious time of it and a few have stepped out, until the roads come to some understanding. An organization known as the Car Grain Association, has been formed, who's object is to attempt to persuade agents into the belief that they are doing Buffalo a great injustice. Also that they must desist from such vulgar practices or this association will get angry. Among the membership, the few who are enjoying a cut rate are not conspicuous.

Reports from N. C. Simons,

who went to the Pacific coast some 3 months ago for his health are not encouraging. This was expected. His old friends, when bidding him good-by, knew he would not come back. No change of climate could help him. He was a landmark in the grain trade of Buffalo and like all the old timers worked hard.

"Oh, the poor but honest miller," remarked a broker. "Business is dreadfully dull, but he has not neglected to take in his shorts regularly, all the way down from 70c to 64½c.

The "H. O." oatmeal plant in this city will be enlarged next spring and the whole process, from hulling the oats to shipping in packages will be done under one roof. Since the abandonment of the mill at Craigville, N. Y., hulled oats have been purchased from other mills and manufactured into the now famous "H. O." by a process which makes this food as much superior to the ordinary rolled oatmeal as the latter was to the old fashioned coarse chop oatmeal, when first introduced from Scotland. There are 15 men and 80 girls employed in this mill, and three barrels of paste are used daily in labeling the packages for shipment.

Harper's mill at Mayville, Chautauqua, damaged by fire a few weeks ago, will be in running shape soon.

The first sale of track receipts of spring wheat was made in this market on the 2d of January. It came from Chicago, but was Minneapolis wheat and of good clean quality. One of our best judges of spring wheat paid 71c for it or ½ above what Duluth of the same grade could be purchased for. Still this did not worry holders, as it is a well-known fact that wheat cannot be shipped down here in quantities sufficient to materially effect the price here. The Duluth wheat in store here will pay a profit sure enough, but will not advance to "corner" prices, as there will be enough to meet all demands.

Captain Henry has been re-appointed manager of the Lehigh Line of steamers. This will not please many people, who have been telling some truths about him, when they thought he was out for good.

No. 2 red wheat sold in this market on January 3d at 62½c, the lowest price reached in 15 years. There is surely no money in growing and shipping wheat at these prices.

But the time is coming when wheat will bring more money, in spite of the gang at Chicago, who are holding back information, regarding the situation in the northwest. There are traders who are quietly taking care to have a supply on hand for the coming time when the true state of affairs will be

sprung on the unsuspecting lambs. Our reports from most reliable sources are, that there is no wheat to be had in a large number of milling centers, and the differences between receipts and shipments at the principal points would indicate that a very large proportion of it was being held for good reasons. The talk of no cars to ship with is all nonsense in the opinion of those who are on the inside. There is no doubt but farmers have marketed more wheat the past year than ever before and that many will be forced to buy seed.

Mr. George Sandrock, formerly the "People's George" while struggling manfully to "let concealment like a worm in the bud know at his damask cheek," sometimes winces like the galled jade, showing that the recent election left some sore spots. Bear up George, play the part of patience on a monument, smiling at grief. Cut loose from "de gang" and you may yet be Mayor of Buffalo, by a much larger majority than that when you were first elected counselman. And that was a bouncer.

The tariff is being cussed and discussed here and the question and probable effect of free trade in flour and wheat is commented upon. Some of our local millers who have only given the matter a superficial view regard the duties on these articles with favor, while others who have gone deeper into the matter think otherwise. Mr. Alexander Mann has sold flour all over this country from Hudson's Bay to the Gulf of Mexico and from the Atlantic Ocean to the setting sun. For two or three years prior to the increase of duty on flour by the Canadian government he spent most of his time selling Minnesota flour in Canada, his trade extending from Hamilton, Ontario to Halifax, Nova Scotia, and reaching large proportions of the country in Montreal, Quebec and Ottawa, also the French Canada, along the St. Lawrence. Mr. Mann, who knows whereof he speaks, says that with free trade in flour, the United States would sell fifty barrels in Canada where Canada would sell one in this country. This is a consummation devoutly to be wished for. It would help our millers and do no injury to our farmers, as just so long as we have a surplus, just so long will the foreign demand regulate the price.

Buffalo, in common with the rest of the country, is feeling the effects of the depression in business and the charitably inclined are busy providing for the poor and finding work for the unemployed. Many of our millers and grain dealers have responded and the great bakers Messrs Smith, Collins & Co. (the Company being Harvey, of

Harvey & Henry), came down most handsomely with 2,000 loaves of bread weekly until April 15th. That is charity.

BUFFALO, Jan. 16, 1894.

DULUTH.

THE past month has been one of inactivity waiting, and suspense. Not only have the mills to confront the general business depression, in common with all other concerns, but they find themselves handicapped by prohibitive freight rates. Still, if there was any demand for mill products, satisfactory rates could probably be arranged, but there is absolutely no business. This, of course, the mills had anticipated in part, by reason of the over-stocking on the part of middle-men during the closing days of cheap water-rates, so far as the water territory is concerned. But the South and South-western trade is unusually dull, and the mills have been doing but little.

The "round-up," by Secretary Welles, of the Board of Trade, shows the business of December succinctly as follows:

Statement showing the production of flour at Duluth and Superior, and the receipts of flour and grain for December 1893, as compared with the same items for December 1892.

	1893.	1892.
Flour produced Dul. bbls.	64,898	71,094
" " Sup. " "	177,478	
" received, bbls.	2,194,229	6,912,707
Wheat, bus.	12,566	
Oats, " "	6,809	6,140
Rye, " "	98,191	424
Barley, " "	11,784	41,110
Flax, " "		

Shipments of flour and grain during December this year, as compared with last December, are as follows:

	1893.	1892.
Flour, bbls.	446,698	39,482
Wheat, bus.	432,397	84,745
Oats, " "	4,901	
Rye, " "		26,789
Barley, " "	274,804	822

During the first week of this month there were 37,111 bbls. of flour made at the head of the the lakes—the Lake Superior and Imperial mills alone running. These mills also ran a few days last week, but on Thursday, 11th, shut down, and since then not a wheel has been turning. The main reason for the run since the era of low rates, was to stock up the warehouses, and that has now been practically accomplished, and just when grinding will be resumed is problematical, but it will probably not be until a hungry demand comes up for flour. While freight rates are maintained at the regular schedule, and millers sometimes refer to them as prohibitive, still the mill-men, who are eminently practicable, when they consider the number of railroads going into bankruptcy, are not disposed to find much fault with the card. When the body politic is sick it wants flour no worse than it does steel or lumber, and when there is a general revival of business the mills

will probably be among the first industries to respond.

The calendar year, however, notwithstanding the great panic, was not wholly a failure in the flouring and wheat business. The figures for the year in comparison with the figures for the previous year are of interest. The table below gives the production of flour at Duluth and Superior, and the receipts of grain for the year 1893 as compared with the same items for 1892:

	1893.	1892.
Flour, bbls. produced Dul.	875,749	1,094,493
" " Sup.	1,212,044	
" received (at head of the lakes)	4,890,961	4,065,047
Wheat, bus. received.	32,910,388	46,690,572
Corn, " "	327,937	106,679
Oats, " "	23,583	37,941
Rye, " "	38,985	69,659
Barley, " "	613,777	105,943
Flax, " "	275,052	713,735

The shipments of flour and grain for the year ending Dec. 31, 1893, as compared with shipments for the year 1892, are as follows:

	1893.	1892.
Flour, bbls.	6,724,973	4,763,481
Wheat, bus.	34,000,851	32,938,494
Corn, " "	272,841	106,714
Oats, " "	4,901	29,953
Rye, " "	28,954	70,709
Barley, " "	686,063	108,486
Flax, " "	420,908	508,196

This shows a decrease of 13,750,174 bushels from the receipts of 1892, when the largest crop on record was raised and marketed, and 7,500,000 bushels less than 1891. Except for the years noted, last year's receipts were the heaviest ever known here. The receipts and shipments for the past seven years are shown in the following:

Year.	Receipts.	Shipped.
1887	17,136,275	19,761,586
1888	7,993,388	13,482,829
1889	17,313,081	13,526,648
1890	15,341,462	14,060,326
1891	40,391,574	34,658,254
1892	46,690,572	34,488,255
1893	32,910,388	33,700,847

The amount of grain in store on Monday, Jan. 8, is given by the Secretary of the Board of Trade as follows:

	Bushels.
No. 1 hard wheat.	4,577,620
No. 1 Northern wheat.	4,434,462
No. 2 " "	295,790
No. 3 Spring " "	19,537
No Grade Spring " "	14,060,326
Rejected and condemned wheat.	9,786
Special bin wheat.	29,907

Total wheat in store.	9,369,495
Wheat afloat in the harbor.	208,907

Aggregate.	9,578,402
Increase during the week.	192,134
In store and afloat last year.	15,626,795
Increase for the week last year.	620,013
Stock of oats now in store.	8,914
Stock of rye now in store.	28,199
Increase of rye during the week.	2,862
Stock of barley now in store.	30,872
Decrease of barley during the week.	2,315
Stock of flaxseed now in store.	51,240
Increase of flaxseed during week.	658
Wheat in store at Minneapolis.	12,440,540
Increase wheat at Minneapolis.	186,201
Corn in store at Minneapolis.	293,572
Oats in store at Minneapolis.	26,540
Rye in store at Minneapolis.	20,424
Barley in store at Minneapolis.	190,733
Flaxseed in store at Minneapolis.	57,541

The annual election of the Duluth Board of Trade will be held January 16, and the following ticket has been placed in the field, as the result of a caucus of the members. It will go through without opposition: President, George Spencer; V. President, B. C. Church; Directors, G. G. Barnum, L. R. Hurd, A. B. Wolvin; Standing Committees—Arbitration: Charles Canning, H. H. Kenkel, E. A. Forsyth; Appeals: Watson S. Moore, Thomas Gibson, Walter

Van Brunt; Inspection: Geo. Rupley, G. G. Barnum, Wick Ames; B. C. Church, A. W. Frick. Otto Hartman retires as President, and George Rupley as Vice President.

The year which has just passed into history will be a memorable one for Duluth. It has been crowded with features both disastrous and profitable. The best crop ever brought to these elevators is commanding the smallest price at which wheat was ever known to sell. The May deal at Chicago, which collapsing, knocked its own protractors out, affected a number of elevators here, and swept away a few fortunes; but it left a valuable lesson in their place, which is being turned to profit. The bulk of business transacted has been exceeded but once—in the preceding year. Rates during the active shipping season were the lowest ever known, declining at one time to 1¼ cents per bushel, Duluth to Buffalo. The maximum rate was 3, and the average rate 2 cents a bus. The prices were unprecedentedly low. The finest spring wheat ever raised is being marketed to-day 20 per cent cheaper than the low prices which prevailed last fall. Many theories are advanced to account for this. The lack of foreign demand is a prime factor, although the small demand now made will pretty well exhaust the supply before the next crop. The chief cause of the stagnant market and low price can probably be found in the general paralysis of commerce and business.

Of the crop of '93, North and South Dakota are credited with 30,000,000 bushels and Minnesota with 40,000,000—about 25 per cent of the crop of the entire country—but something like 30,000,000 bushels less than these three States produced in 1892. It is thought that of the current crop there is yet to come not to exceed 10,000,000 bushels. There has already been marketed here some 25,000,000 bushels, as compared with 28,000,000 bus. at the same time last year. Requirements of the country mills are about 15,000,000 bus., and 17,000,000 will be needed for seed and bread.

Panic phenomena seem to be about as little understood in these days as natural phenomena were in the days of primitive civilization, and now, as then, entirely erroneous causes may be assigned. It seems the fashion now, especially in those "raw material" communities, for the medicine-men to come out of the inactive jungles of their business offices and solemnly declare that the prolonged depression is the result or the threatened removal of the tariff taxes, and so they are rolling up their tom-tom petitions to Congress, praying that no liberties be taken with the tariff god. Almost every able bodied

man in the north-west iron district has sent in his protest against the proposed removal of the tariff on iron ore, and he is as earnest and devout in the exercise of this right of petition as the silver men of Colorado were a few months ago, when they saw demoralization and collapse in any tampering with the Sherman law. Grain men have protested against free barley; iron men against free ore; and lumber men—some of them—against free lumber.

The question of a State Elevator at Duluth, to be built at public expense, and run in the interests of the grangers, has been finally settled. The Court, in deciding the matter, states that the legislative act providing for the building is not an exercise of the police powers of the State, given by statute to regulate the business of receiving, weighing and inspecting grain in elevators; it has no relation to the regulation of that business, but provides for the State engaging in and carrying it on. The police powers of the State to regulate a business is to be exercised by the adoption of rules and regulations as to the manner in which it shall be conducted by others, and not by engaging in it itself. The act is held to be unconstitutional—the State might as well engage in the brewing business as in the grain business. The projectors of the enterprise are handled without apologies, and the question is finally and definitely settled, until, at least, Mr. Ig. Donnelly and his co-populists get hold of the legislative strings again. The State, in the mean time, owns a \$11,000 elevator site at Duluth, which perhaps may be negotiated for by addressing the author of the great Cryptogram.

The immense output and shipment of flour from this port during the year just closed will be exceeded during the present year and will have a decided effect on lake navigation. During the past year nearly 7,000,000 barrels of flour were sent out, and for the present year it is estimated that from 10 to 12 millions barrels will be the output—if not more. This is a large item in lake commerce and will keep a large line of boats such as the Centurion, Gratwick, Selwyn Eddy, Gilbert etc. in exclusive service. Rates are expected to rule low and shipments in all commodities will be active.

The rather "pesky" year of '93 was given a riotous send-off by the Duluth Board of Trade members on the last day of the month. Wheat, flour, snowballs, water, bulls and bears were mixed in a conglomerate paste; it was a wind-fall for the tailors.

Annual meetings of almost all the mills will be held this month; so far as reported there

will be no radical changes in officers or directorates, or policies. And, notwithstanding the prevailing dullness, a busy and prosperous year is confidently expected.

The Board of Directors of the Board of Trade, has fixed the annual dues at \$30 for each membership for the ensuing year, with a rebate of \$10 if paid before the annual election. After Feb. 16, the full assessment of \$35, will be due, if the rebate is not taken advantage of.

Receipts of wheat at Fort William for the week ending Dec. 30, were 101,640 bus. and shipments 4,076 bus. Total stocks were 1,539,107, being an increase of 97,504 bus. for the week. A year ago stocks were 2,175,419, being an increase of 73,132 for that week. Stocks in Manitoba elevators, including Winnipeg, are placed at nearly 2,500,000 bus. There are no shipments east of lake storage points to speak of, and marketings are all going into store, except what is being converted into flour. Manitoba wheats are firmer in eastern Canada markets, wheat sales are being made from stocks in store shipped east before the close of navigation.

The receipts at Duluth continue to be fair, considering the depressing prices.

And still another elevator is to go up here. L. T. Sowle & Son, of Minneapolis have completed arrangements to build an elevator on Rice's Point in this city, with a capacity of 1,000,000 bus. The work which will be done this winter will be on an annex, with a capacity of 300,000 bus.; and the remainder of the structure will go up in a short time. Sowle & Son have been represented in Duluth for some time and now will be more than ever identified with the wheat interests in this city. The building of this new elevator just at this time is of more than ordinary significance—it is substantial testimony to the effect that capital, even in these distressed times, can make no mistake in branching out in business in this city.

DULUTH, Jan. 15. H. F. J.

SUPERIOR.

FOR the first time in several years all the mills in Superior are idle. Not a barrel of flour was made in this city during the latter part of last week, and no one pretends to say when work will be resumed. It is simply a breathing spell, however, and millers are not exhibiting much concern over the situation. The great spurt made just before the close of navigation—the piling up of stocks in every consuming lake port, and supplying all warehouses while freights were at a minimum point, was prophetic of the present condition. Sheds and warehouses here

are comfortably filled, and until some of the surplus stocks about the country are reduced there will be no object in piling up more flour. All signs, portents and commercial agencies point to a return of general activity in the near future, when mills in all directions, especially the flouring mills, will resume. In the mean time preparations are going forward for increased capacities, both as to wheat and flour storage. A contract has just been let by the Freeman Milling Co. for a flour shed, to be located east of the mill, and to accommodate 40,000 bbls. of flour. Work is now in progress on the structure. The plans for the new elevator have been received by the same Company, but work on the building will be deferred until spring. Other mills are likewise figuring on betterments of a permanent nature, and all are getting ready for a busy year. The lack of orders is looked upon as incidental and in nowise foreshadowing a dull year. Freight rates have been held firm since the first of the year, and there is not much probability that a change will be made soon. Millers desire to see the rates maintained steadily, and not raised and lowered every two or three months. At present the schedule promulgated by the railroads is as follows on a basis of 37½ cents to New York.

Superior to:

	All rail.	Across lake.
New York.....	37½	35½
Montreal.....	37½	35½
Boston.....	39½	37½
Philadelphia.....	35½	33½
Birmingham.....	35½	33½
Baltimore.....	34½	32½
Cleveland.....	34½	32½
Reading or Harrisburg.....	34½	32½
Albany, Troy, Schenectady.....	34½	32½
Utica.....	35	33
Syracuse.....	35½	33½
Rochester, Mount Morris.....	37	35
Corning.....	33	31
Buffalo, Erie.....	27½	25½
Hornellsville.....	33½	31½
Kingston.....	36½	34½
Chicago.....	12½	12½
Peoria.....	12½	12½
Detroit.....	21½	21½
Toledo.....	21½	21½
Indianapolis.....	20½	20½
Cincinnati.....	22½	22½
Cleveland.....	22½	22½
Des Moines.....	22½	22½
Omaha.....	23	23
New Orleans.....	37½	37½

While it is already decided to make an increase in the milling capacity of this City during the present year, there is a combined capacity of 19,400 bbls., a day at the head of the lakes, which is second to Minneapolis only. To be exact, Duluth has a capacity of 7,000 bbls., Superior 7,000 bbls., and West Superior 5,400 bbls., daily. The year past was characterized by construction and development; one year ago there was a capacity of but 9,000 bbls., where now there is a 19,400 capacity. Of this 115 per cent increase, Superior has made 77, and West Superior 36.

All the new mills are the product of the best skill and material. Several of them did not begin to grind until about the commencement of the present crop year. The mills that were

in operation during the calendar year were successful, despite the general apathy in business. The extremely low range of prices for mill products has given the flour market greater breadth than it ever had before, and brought fancy patent flour in demand in places which heretofore were consumers of the lower grades. The failure of one small mill was the only incident during the year to mar the even tenor of prosperity. The product was 2,040,000 bbls. of flour, against 1,054,000 bbls. the year before, and of this about 28 per cent. was shipped for export. The receipts of flour from interior points for trans shipment amounted to 4,868,000 bbls., against 4,751,000 bbls. in 1892. The increase indicates very strongly the development and growth of the flour business, and the disposition to send to market the manufactured article rather than grain. Why shouldn't the major portion of the bread-stuffs exported be first run through a mill in this country?

The season just closed shows a remarkable growth in the commerce from the head of the lakes. While the grain and flour shipments are leading items, there is an immense amount of ore, lumber and other "raw material" going down the lakes. And the traffic is just beginning. In a short time—within the next decade—the two cities of Superior and Duluth will do a greater shipping business than Chicago, which is third or fourth in the great ports of the world. These two towns are yet far behind Chicago, in the number of arrivals and clearances, but the tonnage, on the average, is much larger to each vessel here.

For the last year the average tonnage of the vessels arriving and clearing here was 1,244, while the average tonnage at Chicago was only 533, or less than half the average here; but the total tonnage at the head of the lakes is fast gaining on the big Lake Michigan town. In 1891 the total tonnage at the head of Lake Superior was 5,332,494, and that of Chicago was 10,150,052, giving these two ports, with a population of 80,000 (in 1891) over 50 per cent as large a lake traffic as Chicago with her 1,200,000 population. The figures of 1893 show a great change in the relative tonnage. For that year the total tonnage at the head of the lake was 6,325,855, and the total at Chicago was 9,770,457 tons. There was a gain in the tonnage here, in the two years, of about one million tons, while Chicago lost 420,000 tons, and the total here is now 67 per cent. of Chicago's. There are 100,000 people in Duluth and Superior, and 1,500,000 in

Chicago. The general stagnation in commerce kept the tonnage down in both ports, still, there isn't very much question but that the star of the North is the in ascendancy, and that is why millers and elevator men are crowding to this point.

A few figures of the year's business at the "Soo" will be of interest.

	1893.	1892.
Vessels.....	12,068	12,580
Tonnage.....	10,796,572	11,214,333
Passengers.....	18,000	25,000
Coal up.....	3,008,120	2,904,266
Flour.....	7,420,674	5,418,135
Wheat.....	43,481,625	40,994,780
Lumber.....	588,545,000 ft.	512,844,000 ft.

The total valuation of the products which went through the canal during the year is \$145,436,956.94.

The staff of the Anchor Mill is now as follows: Head miller, W. J. Robb; second miller, W. D. Anderson, formerly with the E. P. Allis Co.; others are J. D. McDougall, of Rochester, N. Y., and S. B. Bowers of Winona, bolters, and W. N. Jackson, formerly connected with the Page Mill at Fergus Falls, and G. C. Kratochwill, formerly of Dayton, as grinders.

George Tileston, of St. Cloud, accompanied by his head miller F. J. Stephens, has been looking over the mills here. In regard to the site of the old Page mill at Fergus Falls.

Mr. Tileston says that he has made a proposition to rent any good mill the owners of the site may build, but that he does not intend to build there himself.

The east end milling interests have finally secured the City Council to order a fine engine and station for that district. The engine selected will cost \$4,500 and the annual expense of maintaining it will be some \$4,000. This was secured on account of the recent fire in the Listman Mill.

Another railroad line has been constructed, in immediate prospect, from this city to the wheat fields of N. D. R. S. Munger of Duluth is behind the undertaking; as planned the road is to run from the head of the lakes in a slightly north-westerly course to the Red River Valley, north of Fargo, and south of Caledonia, thence to Carrington. This would tap a fertile wheat belt and give a direct route to the elevators of this city. It is proposed to build the road during the present year.

Those interested in the proposed Bayfield, Harbor & Great Western railroad assert that work will begin on the line in earnest next Summer. The road proposed will run from Carlton or Boylston on the Northern Pacific road direct to Bayfield, and a branch line will be extended to St. Paul, from Iron River or Brule. W. F. Dalrymple, of Bayfield, is the

man at the helm, and it is the avowed purpose to divert a large proportion of the grain and flour shipments from the West, past Superior to Bayfield. He claims a grade of 35 feet to the mile, as against a grade of 50 feet to the mile by other roads.

The Freeman Milling Co. has been making a change in the name of its brands. The word "Minnesota" is dropped. The brand, "A. A. Freeman's Superlative, Minnesota," is now the "Freeman Milling Co.'s, Superlative, West Superior U. S. A."

The Doud barrel factory at South Superior is turning out from 500 to 600 barrels a day. The temporary shutting down of the mills may retard operations for a short time, but the business has an assured permanency. Last year B. F. Goodell organized a Bag and Printing Co. for the purpose of manufacturing and stamping jute bags for flour exports. The building which at that time was promised was not erected and no further steps were taken. Recently S. A. Bemis, of St. Louis came to the city and succeeded in continuing the old project, but by an entirely new organization. It is understood that the company will acquire a large building on the Hughtitt slip. The Bemis Bro, Bag Co. has bag factories at Minneapolis, Omaha, Kansas City, New Orleans and carries on a large business, producing 100,000 bags a day at the Minneapolis plant, alone. The mills at Minneapolis used 1,000,000 bags in six months. The cotton is woven in the east and the jute comes from Dundee, Calcutta and elsewhere. The mills at the head of the lakes would take in the neighborhood of 3,500,000 sacks a year; and the company here expects to do a flourishing business from the beginning.

An enormous warehouse is projected for the east end, according to plans perfected by Barnett & Record, a steel structure 1,000 feet in length and as wide as the dock will permit is to be built, with railway tracks and wharfage on each side. The estimated cost of the superstructure is \$210,000. It is to have capacity for 30 vessel loads of flour.

Capt McDougall, of whale-back fame has gone east to raise money with which to set his shipyards in operation. This immense plant, together with the steel plant are expected to resume operations in a few weeks. The outlook for general business is brighter than it was a month ago and a better feeling prevails all along the line, despite the fact that some factory wheels here are not turning just at present.

SUPERIOR, Jan. 16.

LONDON.

YESTERDAY, the first of the

New Year, as regards business, did not open very satisfactorily, for at Mark Lane there was chronicled the lowest price on record for American flour, American wheat, Argentine and Russian wheats and business was most disappointing. The estimate made by the Board of Agriculture as to the 1893 wheat crop, which was published some ten days ago, was not able to lift up the market, and last week saw the average price of British grown wheat 3d per quarter below the price that ruled on the 1st of January, 1893, when it was considered that values had touched bottom. The following is a comparison of the English crop of wheat, acreage, yield per acre and the average price on the 16th of December or about that date of each year since 1884.

Total crop.	Acres under Cultivation.	Yield average per acre.	Gazette price per quarter.
Bushels.	Bushels.	s.	d.
1884.....	80,215,877	2,677,038	29.96
1885.....	77,587,666	2,478,318	31.31
1886.....	61,467,898	2,285,905	26.80
1887.....	74,322,747	2,317,324	32.07
1888.....	71,459,047	2,504,257	28.05
1889.....	73,202,778	2,449,354	29.80
1890.....	73,351,484	2,386,396	30.74
1891.....	72,127,263	2,307,277	31.26
1892.....	58,500,393	2,219,838	26.38
1893.....	49,247,297	1,897,524	25.95

It will thus be seen that English farmers, in consequence of the low prices prevailing, the excessive supplies, and the prospect of the continuance of adverse market conditions for wheat, reduced the wheat acreage under cultivation in 1893 by no less than 14½ per cent, compared with the previous year—1,898,000 acres against 2,220,000 acres. And with this small acreage the crop has been worse than last year, and the prices realized have been still lower, than in the corresponding period of 1892. The yield per acre in 1893 is estimated by the Agricultural Department at only 25.95 bushels, against 26.38 bushels in 1892, and 30.02 bushels the average of the previous eight years. Since my last letter the weather in the U. K. has been gusty and unsettled, but, on the whole wonderfully genial in temperature. If anything, the autumn sown wheat is rather too forward, but supplies of 1893 wheat from farmers have been moderate and stocks have, therefore, been somewhat diminished. Of foreign wheat and flour accumulations remain serious. *The Miller* in its issue of Monday, last (yesterday January 1) gives the estimated requirements to harvest as 18,000,000 qrs., and estimated supplies to harvest as 12,586,566 qrs. Of this latter, the total quantity of wheat in granary is still heavy, and as compared with a year ago shows over 400,000 qrs. increase, so that 1893 has over-purchased of the foreigner. The wheat in farmers' hands is now 4,901,566

qrs. against 5,537,065 qrs. a year ago. This more than balances the extra supply from abroad, but the accumulations were laid in before buyers knew how short this year's home harvest was. The flour stocks in granary are 100,687 sacks less than at this time last year, and flour in mills, bakeries, etc., is also about 100,000 sacks less. Total holdings are a nett 363,000 qrs. of breadstuffs, less than they were on January 2, 1893. Though this is a "small mercy," the market will, none the less, be helped by it. Had the home crop of 1893 been equal to that of 1892, a market panic would by now have been upon us; as it is, traders should make a determined effort to get accounts level by the time that another harvest comes around. Our comparison, says *The Miller*, of requirements and supplies shows that it is not too late for prudence to accomplish the task.

As mentioned above yesterday, January 1, saw the value of American flour touch the lowest point on record, but factors did their best to prevent prices going to the lowest extent and they, therefore, quoted the following prices for well known brands of American flour *ex store*:

MINNESOTA FLOUR.

Richland.....	23s
Nabob Patent.....	22s 6d
Manhattan straights.....	18s 6d
Grants Gold.....	22s
Cass.....	18s 6d
Corunna.....	18s
New Ulm.....	17s
Otsego.....	17s
Stefanotis bakers.....	16s 6d
Hubbard's Otsego.....	17s 6d
Edward.....	22s
Pinney's best.....	22s
Melville straight.....	19s
Kendworth.....	22s
Imp. choice bakers.....	16s 9d
Sunshine patent.....	22s
Extra.....	18s
Champion.....	18s 6d
Monarch.....	18s 6d

MILWAUKEE FLOUR.

Indiana Patent.....	22s
Manigold patent.....	22s
do bakers.....	16s 6d
Dates Mills Tip Top.....	22s
Sanderson's best.....	22s
do Arcade.....	16s
Lily of Killarney.....	21s 6d

CHICAGO FLOUR.

Brigg's Patent.....	22s 6d
Star and Crescent.....	17s
Chesapeake.....	22s
Seymour Mills.....	17s
Ridge Mills.....	14s

Of the Minneapolis flours, Pillsbury best is quoted at 24s, Morrison's super, 22s, 6d to 23s, Washburn's Gold Medal, 24s 3d, Christian's super, 22s 6d, and Consolidated Ceresota 24s 6d.

On the afternoon of December the 14th last, the very interesting ceremony of presenting the prizes to the successful competitors at the recent International Bakers' and Confectioner's Exhibition took place at the Bakers' Hall, Harp Lane, Great Tower Street, London E. C. The presentation was made by the Master of the Worshipful Company of Bakers, a City Guild that has a history of at least 500 years, who was supported by his Wardens and a goodly muster of the members of the Bakers' Company. The Master before presenting the prizes welcomed the visitors,

amongst whom he was so pleased to see such an influential gathering of the baking trade and the competitors at the recent Exhibition in their ancient Hall.

Mr. H. C. Kurtz (Seven Sisters road, London, N.), was first presented with the silver medal of the Exhibition, and the gold medal of the Bakers' Company for the best London bread, amid warm congratulations; and then Mrs. F. Marks (Upper Norwood, London, S. E.) received from the Worshipful Master, amid loud applause, the silver medal of the Bakers' Company and two Exhibition bronze medals for her exhibit in Classes I. and II., which in both cases took second place. Mr. Measures, who won the silver medal in Class II., was also loudly applauded, and Mr. A. L. Johnson, of Wimbledon, who took 3rd prize in Class I., and Mr. C. A. Llewellyn, who took the 3rd prize in Class II., were also warmly received. Then followed the other successful competitors in due order, until it came to the representatives of the provinces, when Mr. Taylor relieved Mr. Prain. Mr. Cook, of Ipswich, who took two first prizes for provincial bread in Class IV. and V., was received with much applause.

The second place in Class III. was taken by Mr. William Arundel, of Birmingham, and the second place in Class IV. was taken by Mr. Daniel Gilbert, of Eastbourne, who both received the second prizes for their respective exhibits.

In Class V., Vienna bread, the first prize fell to Mr. D. E. Grimmond, of 159 Oxford street, W., and the second prize to Messrs. Brett & Benny, of 54 High street, Whitechapel, London, E.

In Class IX., Maltine bread, the first prize fell to Mr. A. G. Wylie, of 480 Caledonian road, London, N., and the second prize fell to Mr. W. C. Rees, of 263 New North road, Islington, London, N.

The successful competitors in the confectionery classes were next presented with their prizes, after which Mr. Pringle said the representatives of the trade and the Exhibition wished to thank the Master, Wardens, and Court of the Company for the use of the hall and their attendance that day, and especially for the confidence reposed by them in the committee.

The vote of thanks to the Master, Wardens, and Court of the Worshipful Company of Bakers was seconded by Mr. Alfred Taylor, the President of the National Association of Master Bakers, and carried unanimously. The vote was acknowledged by the Master, who said he hoped that the Company would long continue to identify itself with the baking trade, and the Exhibition in September, 1894, he was sure would be even a

greater success than the one they had just held. The proceedings then terminated.

On the Wednesday before Christmas day the young bloods on the Bristol Market Exchange decided to have a festive game of football on the Exchange floor, as on account of its near approach to the holidays, nothing in the way of business would be doing, but when the day arrived signs were not wanting that a determined effort would be made by the authorities to check, what they considered rioting. Notices of warning against disorder were, therefore, posted in the Exchange, and some fifty of the flower of the local constabulary under two inspectors, were in ambush biding their time. The Bristol Exchange is a public one, with a right-of-way through it, and therefore quite accessible to any rowdy outsider who may be spoiling for a fight, so the right of the police to interfere in case of riot is obvious. About half-past three a feeling that something was going to happen seemed to spread through the building, and many of the more timid among the standholders rapidly stowed away their samples. Presently a brand new association ball shot out and afforded a few minutes sport, very soon, however, falling a victim to a stab from the pen-knife of a burly corn merchant. A lull ensued, when to the surprise of all in marched a body of 20 or 30 constables under Inspector Cann, the military precision of the parade calling up vivid recollections of a scene in the "Pirates of Penzance." They soon cleared the building by persuasion, as was explained in the police court, and almost the only standholder who had the courage to stick to his post was Mr. Holman, of Blood, Holman & Co. Victims had now to be secured, and great stalwart policemen might be seen running in a few overgrown striplings and delicate looking men. The only unfortunates connected with the corn trade were Mr. Whittington, corn factor, and two juniors named Small and Lacey, in the offices of Spillers and Bakers, and Budgett, James and Branth. The magistrates were in a placable mood, and 5s and costs, or bound over to keep the peace for six months, satisfied off-ended justice.

In conclusion, I would draw attention to the use that windmills are going to be put to in the Netherlands, where the Netherlands Society for the Promotion of Industry offers its prize for 1894 for papers containing an indication of the means of obtaining energy through windmills, to accumulate this energy electrically, to transmit it, or to make it portable, and desires more particularly an answer to the following

questions:—(1) What is the average energy a common wind-mill is able to produce, per day of twenty-four hours, in combination with an electric accumulator; what would be the installation most suitable to this effect, and what would be the cost of one horse-power hour? (2) Is it possible, from an economical point of view, to apply the new aerial motors on an extensive scale for the accumulation and the utilization of this energy? If so, what mechanical appliances would be required for this purpose? The project of a supposed application of the system, by which a factory is provided with light and power, is wanted as an illustration. The drawings belonging to the answers must be made on white paper—no blue prints—on a scale of $\frac{1}{4}$. [Presumably $\frac{1}{4}$ in. to the foot.] The prize offered is the gold medal of the society and a reward of £30. Answers must be sent before July 1st, 1894, with the author's name in a closed envelope, to the general secretary of the society, F. W. van Eeden, at Haarlem, Holland.

DRESSER.

P. S.—I should have mentioned in the above that the amount of flour manufactured in the U. K. in 1893 was 29,798,000 of flour of 280 lbs. each. There are now 795 roller mills in the country.

LONDON, Jan. 2, 1894.

LITERARY NOTES.

THE CENTURY CO., 33 East 17th St., New York, have just issued "Pudd'nhead Wilson's Calendar for 1894," containing humorous extracts from Mark Twain's latest story, "Pudd'nhead Wilson," now appearing in *The Century*. They offer to send a copy of the calendar free to any one who will inclose them a stamp to pay postage.

HARPER'S BAZAR, published January 20, will contain "In the Diplomatic Set," a clever story of society in Washington, by Miss Mary McCulloch.

In the February *Harper's*, Miss Jean Forsyth will give an account of her experience as a pupil under a celebrated London teacher of vocal music. The title of her article is "A Singing-Student in London," and although her story reads like fiction it is understood to be literally true.

The advertising poster is fast becoming a work of art. In Paris, the colored cartoons of M. Jules Cheret, proclaiming the virtues of hair restoratives and the graces of concert-hall singers, are eagerly sought by collectors, rare sorts bringing prices varying from twenty-five to one hundred francs. The mania for collecting show-bills has reached this country, and Harper & Brothers are said to have received so many requests for the series of monthly colored posters of *Harper's Magazine*, that no more sets are obtainable.

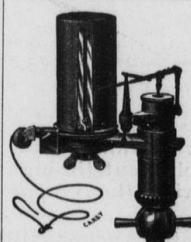
THE *Review of Reviews* for January is particularly strong in its editorial résumé, of the closing events of the stirring and turbulent year 1893. Dr. Albert Shaw, the editor, discusses tariff revision, the relief of the unemployed, recent strikes and labor questions, the Hawaiian question and the Admin-

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istration's policy with regard to that subject; civil service reform as applied to our diplomatic and consular, as well as other branches of the public service, and a great variety of other topics of the day. Foreign affairs are briefly but clearly presented, and this department, entitled "The Progress of the World," presents, in some twenty pages, a broad and frank treatment of affairs political and social from Canada to Capetown. Among the portraits interspersed are those of Hon. W. L. Wilson, who gives his name to the new tariff bill; Miss Clara Barton, the American head of the Red Cross Society; Hon. J. P. McDonald, chairman of the New Jersey State Board of Arbitration; Hon. G. Robertson, Jr., chairman of the New York State Board of Arbitration; Mr. Arthur Marshall Chambers, chairman of the English Coal Owners' Federation; Mr. J. R. Sovereign new Master Workman of the Knights of Labor; Mr. T. V. Powderly, formerly Master Workman; Senator Hoar, of Massachusetts; Mr. Henry White, lately of the American Legation in London; Mr. John R. Proctor, of Connecticut, the new chairman of the Civil Service Commission; Mayor Schieren, of Brooklyn; Rev. Dr. Charles H. Parkhurst, Mr. Daniel S. Remsen, secretary of the New York Kindergarten Association; Mr. Marshall Field, of Chicago; the late Sir Robert Morier, British Ambassador to St. Petersburg; the late Prince Alexander, of Bulgaria; Major Gould-Adams, Dr. Jameson and Col. Carrington, leaders in the campaign against Lobengula; Prince Windischgratz, the new Austrian Prime Minister; Casimir-Perier, the new Prime Minister of France; Signor Crispi, Prime Minister of Italy; Mr. Emil Frey, the new President of Switzerland; Hon. Mackenzie Bowell, Canadian Minister of Commerce; Hon. H. M. Nelson, new Premier of Queensland, and the late John Tyndall, the eminent scientist. This list is sufficiently illustrative of the enterprise of the *Review of Reviews* in securing and presenting each month the portraits of the men whose faces the reader of the world's news would most naturally prefer to see.

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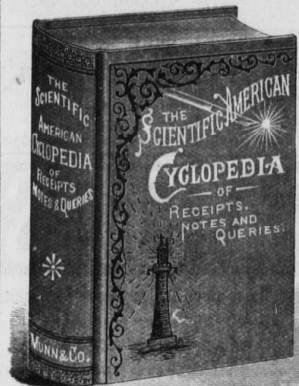
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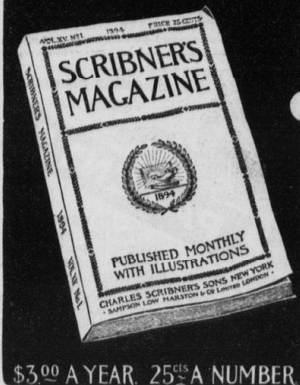
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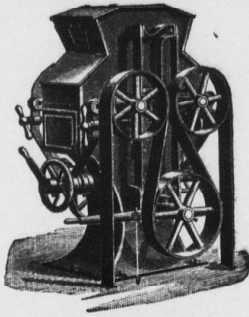
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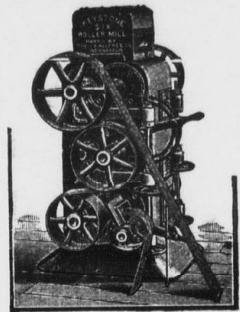
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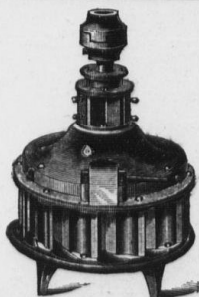
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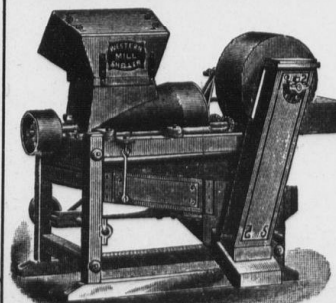
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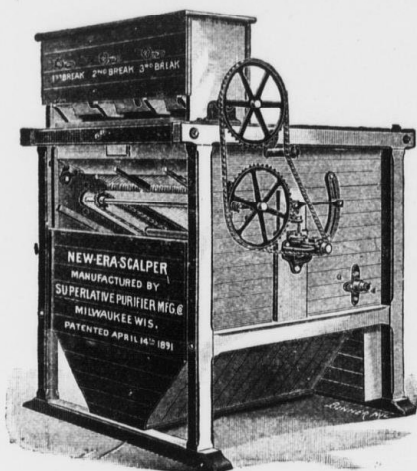
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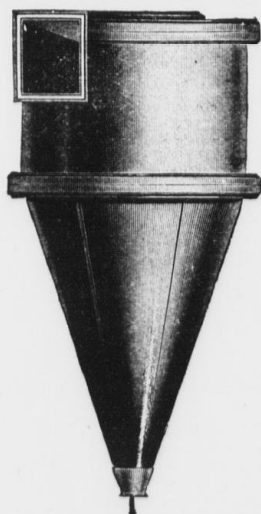
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